Parker's Harley stops Graham's Honda

Honda sweeps Atlanta National MX

CYCLE NEWS®

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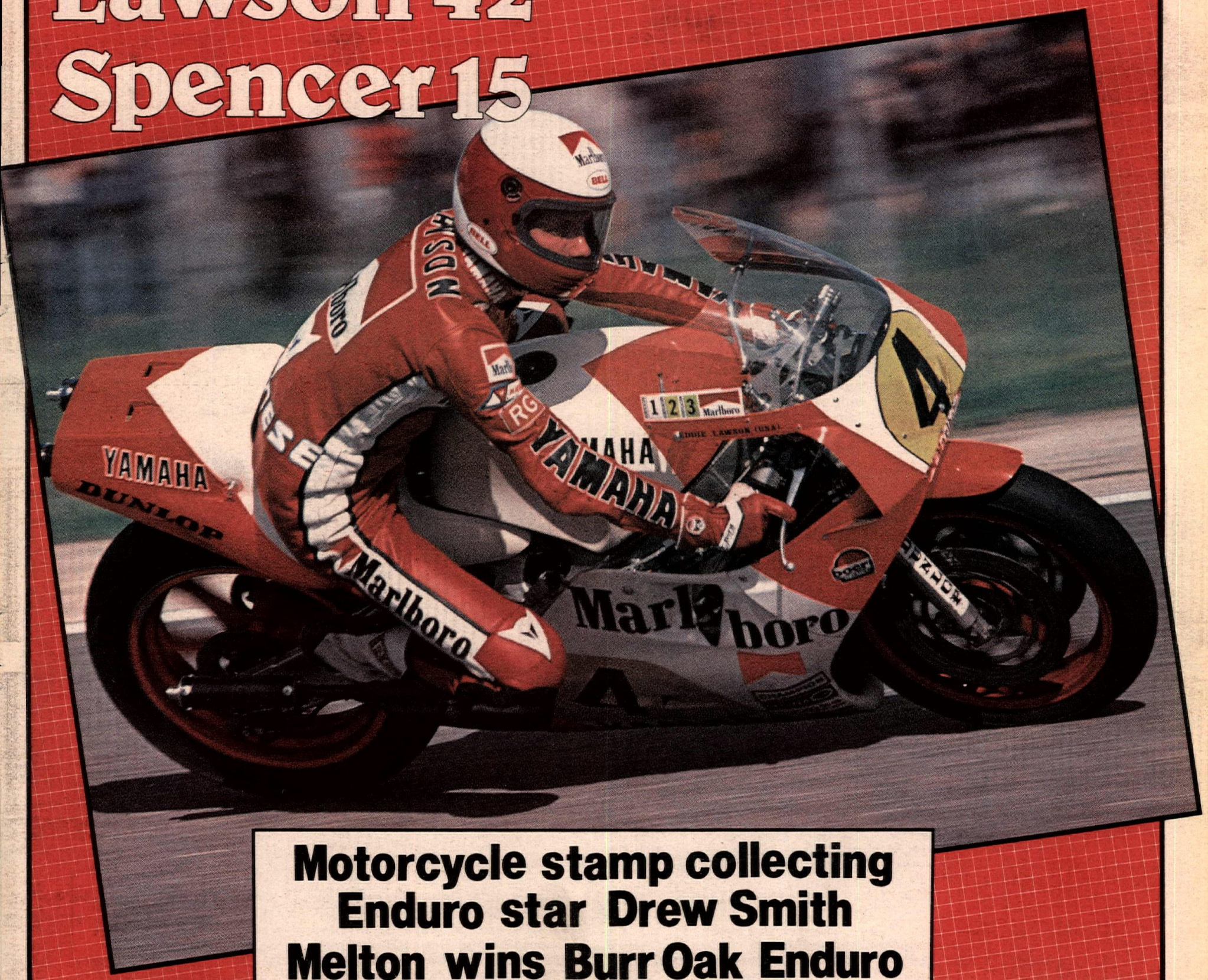
500cc World Championship

Lawson 42
Spencer 15



Motorcycle stamp collecting Enduro star Drew Smith
Melton wins Burr Oak Enduro

AMERICA'S WEEKLY MOTORCYCLE NEWSPAPER

The Latest POOP BY PAPA WEALEY

Subtle hints: When 1983 500cc World Champion Hakan Carlqvist does testing on his works machinery, the moody Swede has a strange way of letting his mechanics know when he is not satisfied with a change. Two years ago, Carlqvist was out testing after making a few changes to his Yamaha. He made a few laps, came back into the pits, parked his bike, sat down and didn't say a word. His mechanics didn't know what to think. Then Carlqvist got up, grabbed a shovel and started to dig a hole in the pits, still not saying a word. After digging a large hole, Carlqvist walked back to his Yamaha, rode it into the hole, got off and started to bury it with the shovel. His mechanics finally got the message.

Honda's Andre Malherbe swept both motos of the French 500cc MX GP, the fourth round of the '84 series, on Sunday, May 13, in Brou, France. Eric Geboers (Hon) was second overall with 2-3 moto performances, while Dave Thorpe (Hon) was third with a 4-2 score. American Danny LaPorte (Yam) was sixth in the first moto, but DNF the second. Malherbe leads the point standings with 129, followed by Thorpe and Georges Jobe (Kaw) who are tied for second with 124 points. Jobe was fourth overall in France with a 3-4 tally.

KTM's Heinz Kinigadner won both motos of the Czech 250cc MX GP on Sunday, May 13, in Holice, Czechoslovakia. Kinigadner moved ahead of Gert-Jan van Doorn (Suz) in the point standings, 110 to 94. Van Doorn picked up fourth place points in the event's first moto.

BMW owners should mark their calendars to include the June 6-10 BMW Riders Association Rally at Coconino County Fairgrounds in Flagstaff, Arizona. One highlight of the rally will be a drawing on June 9 for a BMW K100. Tickets are $2 from Walt Kline, 1666 St. Margrets Rd., Annapolis, MD 21401.

Former Grand National Champion Mike Kidd will conduct dirt track schools at his Boyd, Texas, ranch. Kidd says that the schools will cover both short track and TT technique. The first school will be for amateur riders on machines from 50 to 500cc, and it runs May 27. The second school, June 10, will be for professional riders on 250 and 500cc bikes. For information, reservations, or whatever, contact Kidd at 817/433-5559.

LaPorte refuses Baja BMW

Former 250cc Motocross World Champion Danny LaPorte failed to come to terms with BMW representatives and backed out of a proposed deal to race a BMW in Baja. LaPorte, 27, of Ketchum, Idaho, held talks with BMW spokesmen, who wanted LaPorte to share a BMW with three-time 125cc Motocross World Champion Gaston Rahier of Belgium in the 500-mile Baja Internacional off-road race in Baja California, Mexico June 2. Rahier, 35, won this year's 7000-mile, 22-day Paris-to-Dakar rally on a 998cc shaft-drive opposed Twin four-stroke loosely based on the production R80 GS.

Negotiations between LaPorte and the BMW factory in West Germany apparently broke down at the last minute, when LaPorte ran into strong objections from either the Yamaha factory or the Dutch Yamaha importer. Presstime reports on the exact source of the protests were unclear, but the objections were strong enough to make LaPorte back out of the agreement.

The factory is now considering several other world-class pilots to share the ride with Rahier.

The factory will also enter a second machine, ridden by Baja veterans Todd Martella, 40, and John Watkins, 42, in either Class 30 (for riders over age 30) or Class 38 (for riders over age 38). Rahier and his un-named co-rider will enter Class 22, for unlimited displacement motorcycles regardless of rider age.

BMW of North America and several southern California BMW dealers will be providing support for the factory effort, which is being coordinated by former Cycle magazine Associate Editor and Baja veteran Dave Holeman, 42, of Montrose, California.

BMW spokesman Rob Mitchell told reporters that the factory may also contest the Baja 1000 in November.

The battle over California Wilderness and the amount of land to be locked away forever under such designation continues in Washington. The Forest Service and the Reagan Administration recommended 1.2 million acres of Wilderness, and environmentalists, led by the late Representative Philip Burton, have sought over 2 million acres. California Senator Pete Wilson introduced a 1.69-million acre "compromise," and late reports have that figure growing as high as 1.9 million. Of primary concern to ORV enthusiasts are three proposed wilderness areas in the Sequoia Forest: Monache, Domelands and South Sierra. They contain a number of regularly used, maintained motorcycle trails, and as such, do not qualify for wilderness designation under Federal definition, although Congress has the power to designate whatever it wants. To aid letter writers with facts, below is a list of motorcycle trails and their Forest Service numbers compiled by Bill Herndon and Ed Waldheim.

MONACHE	TRAIL #
1) Summit Meadows	36E02
2) Hession Meadows	35E10
3) Bakoven Meadows	35E12
4) Deer Island	35E14
5) Little Dry Meadow/ Bull Meadow	35E20
6) Ossa Meadow	34E02
7) Little Horse	21S42
8) Paloma Meadows	34E01
9) Un-named	20S25B
10) Smith Meadow	35E06
11) Gronite Knob	35E02
12) Broder Meadow	35E03
13) Jackass Meadow	35E13
14) Beck Meadow	35E01
15) Dutch John Flat	37E01
16) Rattlesnake	33E22
17) Stony/ Schaeffer Meadows	33E27
18) West/ Corral Meadows	33E24
19) Mahogany	21S97
20) Paloma Meadows	34E09
21) North Meadows	33E29
22) Un-named	34E10
23) Rincon	33E23
24) Un-named	22S26
DOMELAND	
1) Woodpecker Meadow	34E09
2) Dark Canyon	34E11
3) Boone Meadow	34E28
4) Machine (past)	33E28
5) Siretta Meadows/ Little Trous	34E12
6) Deadwood Meadow	34E13
7) Mosquito Meadow	33E32
8) Un-named	33E31
9) Durwood Meadows	34E09
10) Un-named	34E10
11) Taylor	34E17
12) Little Connell Meadow	34E16
13) True Meadow	34E22
14) Un-named	34E19
15) Cone Meadow	34E20
16) Un-named	34E16
SOUTH SIERRA	
1) Wildrose Meadow	36E011

Road racers in the Texas area are raising money to resurface Oak Hills Raceway in Henderson, Texas. They've formed a non-profit organization, so contributions are tax deductable, and they've already raised $17,000 of the $42,000 they need. The name of the organization is Oak Hill Raceway Inc., and its being spearheaded by Tom Stafford at Honda South, 3925 M.D. Love Freeway, Dallas, TX 75224.

Eddie Adkins, the owner/tuner of the bike Jimmy Filice rode to top qualifying spot at the San Jose Mile, wanted to clarify the team's sponsorship: "We have three main sponsors," said Adkins, "Harley Owners Group, Sure-Fire Distributing and Carlisle Racing Team. We have a number of associate sponsors, all through Sure-Fire."

Pete Hames, who competed on an RG500 Suzuki at a recent AFM Willow Springs road race, was inadvertently referred to last week as a Team Honda dirt tracker. Hames rides Can-Am and Harley-Davidson equipment backed by Iveco Diesel Trucks, Tim Doherty, Ralph Ketchie, Jack Dannenberg, HDF and Simpson Helmets.

Husqvarna's Dan Ashcraft took the overall win in the AMA/Hi-Point National Hare Scrambles Championship Series round held May 13 in the California desert. While desert regular Ashcraft's win came as no surprise, Australian Geoff Ballard's runner-up performance on a 250 Can-Am did raise a few eyebrows. Third overall went to another desert regular, Yamaha rider Ed Pierce Jr., while Husky's Larry Roeseler finished fourth.

Stu Peters, president of Continental Motosports Club, announced that U.S. Tobacco and Skoal Bandits have signed to sponsor the CMC Golden State Series in 1985 and 1986. "An independent survey showed that Skoal Bandits received $45,000 worth of comparable ad space in publicity for sponsoring the 1984 series," said Peters.

MOTORCYCLE INDUSTRY CHANGES

Moved Texas Motorcycle Dealers Association, to 506 West 12th, Austin, TX 78701, 512/479-0425.

Exposed Tricia Lang, 27, of Hollywood, seen clothed in the 1984 Hondaline dealer and consumer catalogs, unclothed in the June 1984 issue of Playboy.

Hired Larry Coleman, 38, by the Moller Corporation in the Super-Trapp exhaust division. Formerly with Kal-Gard, Coleman will work in the marketing division, product development and act as manufacturer representative for both motorcycle and ATV exhaust systems.

Launched All Terrain Vehicle Industry, a monthly dealer publication, by Cycle News Inc., the first issue to appear in July.

Revealed More information on the Motorcyclist magazine shootout between the GS1150, the FJ1100, the Ninja and the VF1000F. Fastest around Willow Springs: the Ninja, by 1½ seconds a lap. Best all-around: the FJ1100. Fastest at the drags: the GS1150.

Revealed The dragstrip winner of a Cycle Guide magazine shootout between the GS1150, the FJ1100, Ninja and the VF1000F: the FJ1100.

Wadded A 1984 Kawasaki Ninja by Paul Van Zuyle, 23, on a freeway off ramp during a Rider magazine road test. Damage in the low-speed tip-over totaled close to $500, including all three pieces of bodywork and the footpeg mounting plate, which broke.

Signed Three-time 500cc World Road Racing Champion, three-time Daytona 200 winner, two-time AMA Grand National Champion, 1983 *Cycle News*/West Rider of the Year Kenny Roberts, 32, as special consultant to PJ1 Corporation, the continuance of a four-year relationship with the firm.

Hired Hal Worsham, 28, by Dunlop Tire and Rubber Corp., to be product manager, motorcycle tires, based in Buffalo, New York. Formerly product manager for B.F. Goodrich Co. of Akron, Ohio.

Changed Hands The ex-David Aldana BSA triple featured two issues ago, now owned by Jim Quaintance of Dana Point, California.

Engaged Team Honda road race tuner Phil McDonald, 28, and road racer/stunt woman Christine Bauer, 31.

Aged Chris Carr to 17 on May 6, at the San Jose Mile.

Started A motorcycle retail accessory business by well-known women's pro MXer Debbie Mathews, 25, called Racer's Choice, located at 2330 Ramona, Santa Ana, CA 92707, 714/754-7305.

Hired Mike Keefe as Motorcycle Advertising Manager for Harley-Davidson. Background in automotive advertising and 16 years as a Harley rider.

Signed An agreement between Kerker and General Motors, whereby Kerker will manufacture exhaust system components for use in GM's joint venture with Toyota in Fremont, California.

Born Jamie Marie Bulaich, March 3, to Bernie Bulaich, 31, operations manager of Vance & Hines Racing, and husband Don, 33, a repair engineer.

(Continued to page 11)

THE NATIONAL PAPERS

By Roxy Rockwood

To Aggie — A last tip of the Stetson

Aggie would have loved it. A standing-room-only crowd was on hand for his final event at Rose Hills Cemetery last week in southern California. The "Who's Who" of racing were all there.

J.C. "Aggie" Agajanian, called the "Dean of Race Car Owners" was also the man who brought National Championship motorcycle racing to California on a full-time basis back in 1959.

He promoted the first Ascot National, a half mile, in July of '59 and it has been there since. He took mile track racing to Sacramento that same year and it is still running stronger than ever.

He brought National TT racing to Ascot in 1962 and it continues to run on an annual basis. Aggie promoted other cycle events such as a National mile at Phoenix and the road race at Carlsbad. We even got him involved in county fair racing at Lancaster for a few years and combination dirt/pavement TT racing at Saugus many years ago.

I took him to his first mile National motorcycle race years ago at San Jose. At that time he was promoting only car races. After the event he looked at me and said, "How do I go about getting one of these?" Thus the Sacramento Mile was born.

Aggie gave me my start in race announcing. I was the starter for the Pro races at the time at the old Gardena quarter mile and Riverside TT races. He had to talk me into making the switch, believe it or not.

He was the first promoter to ever give the racers a percentage of the gate on a weekly basis. He was flamboyant with his Stetson and feathered hat band. The hat was the trademark and it went with him when they placed Aggie to rest for the last time.

He was a tough businessman who always paid his bills first and then talked about the cost later. He was colorful. The first time I ever saw him he had on a brown suit with the coat coming nearly to his knees. I think he had on an orange shirt and a green tie. You could not miss him in those days, no matter how big the crowd.

Many articles about Aggie label him as a car man. But he promoted motorcycle races more than any other person or group and over the past 40 years, promoted far more cycle races than car events.

He was one of the worst car drivers I have ever ridden with — no wonder his father was going to disown him if he tried racing cars. He owned convertibles for many years but finally went to hardtops when he rolled his last convertible and was left hanging upside down for a considerable time by the seatbelts. Aggie walked away without a scratch but it was his last ragtop.

He liked to be down on the starting line before the main event to shake hands with the riders and drivers. It must have hurt him these past few years to sit in his booth at Ascot and not be able to be down there just before the action started.

His last major race was the Ascot National Half Mile in May of '83. He was unable to be at his events this past year. This was perhaps the biggest hurt of all.

If you knew Aggie then there is not much more to say at this time. If you did not know him then there is not enough room in this column or edition or the rest of the editions this year to tell you all the things about this man, the things he did and was involved in over the years.

He was a remarkable man and a helluva guy. There will never be another like him. A tip of the Stetson one last time to an individual who really did in fact help write a lot of cycle racing history.

DAVID! on everything

By David Aldana

Alan Cathcart really has it wrong in that story he did on the BSA he says I used to race... never let the facts stand in the way of a good story, I guess... ha ha.

I never rode Hailwood's bike. There were two types of BSA/Triumph racebikes built in England. There were bikes built for proven road racers like Mike Hailwood, Dick Mann, Paul Smart, Gene Romero and Gary Nixon; and then there were bikes built for an American team of dirt trackers with no road racing experience, like me, Don Emde, Don Castro and Jim Rice.

They weren't the same. The ones like they rode had better chassis and were lighter and had smaller seats and fairings and were much, much faster thanks to a lot of trick engine parts we didn't get. The trick ones had oil coolers mounted in the fairing, behind a little slot. Mine always had the oil cooler down on the frame tubes.

All the ones ridden by English riders went back to England. When BSA went out of business in 1972, the other bikes were given to the American riders so they could ride them as privateers. Mine had been given to me, but then Pete Coleman (the guy who ran BSA/Triumph in the U.S.) sold it out from underneath me to John Hateley for $3500, and Hateley showed up at my house to take it away before the 1972 season started. I had nothing against Hateley, we're still friends.

So maybe the bike Cathcart wrote about is mine, but it was never ridden by Hailwood. As as far as Mack Kambayashi's initials on engine parts go, all I know is that he worked on Emde's bikes. Maybe some of his engine parts got into that bike after Hateley bought it.

I blew up my BSA in qualifying at Daytona in 1970, and had to start on the back of the grid, 83rd. My mechanics, Bob Tryon and Lloyd Bulmer, went into the BSA garage behind the Daytona airport and looked in some boxes of spares and got some trick parts to rebuild it, some different cylinder heads and pistons that I didn't have before. They finished my bike and delivered it to the starting grid just before the race. I jumped on it and went.

I got up to fourth place and then crashed because I was still trying so hard. I didn't get any pit signals and I didn't know I was fourth. If I had known, I would have cooled it. But when Mann came around to lap me, I tried to race him, and ran off into the grass outside turn two. I was so intent on racing him that I accelerated back onto the track in a big hurry and spun myself out.

Anyway, I got up and finished 11th.

After that I had the fastest Triple, because of those parts that Bob and Lloyd got me. I went to Talledega and won that year because I had the fastest bike on the track, and that was the fastest track we ran.

But the one I rode never handled as good as the best ones. I remember once Don Castro got a chance to ride one of those good ones and when he got off he couldn't believe how much better it was compared to our bikes. There was no comparison, and they had the trick engine parts and more power, too.

A lot of times guys go sell some bike and they say it was this or that, just as a selling point. Romero sold three different bikes to three different guys, and told each one of them that it was *the bike* that won him his title at Sacramento. It's just an extra selling point. ●

details

By Dale Brown

The perils of a perfect job

Scene: Pacific Coast Highway, north of Santa Monica and just a couple of miles from Topanga Canyon Road. Three editors and a pro MXer pressed into duty as a guest tester were waiting for the light to turn to green. The driver of the truck in the next lane, noting the *Cycle News* boldly emblazoned on three of the four enduro jackets, shouted, "You guys work for *Cycle News?*" When one of us nodded a visor, the driver crooned back, "Boy you sure have it made, gettin' paid to ride all those new motorcycles."

I guess I do. Motorcycle riding, photography and writing rank in the top four of my life's passions. Those three are listed in alphabetical order and I won't go into the other one here.

But when you look at all the details of such dream employment, a career in motojournalism, it has its plusses and minuses, just like any other job.

It's great to get to carve up canyons with the latest Sharpshooter 1150, or cavort with the trees while testing the latest Enduro Eagle 326. If the boss will give me the time away from the office, I'll gladly do a cross-country test of the latest Plush Thrush 1500 supertourer, and I'll promise not to stay longer than two weeks in New England (three if the test should happen during the fall months).

But when you test motorcycles, you have to write motorcycle tests. If you're a responsible journalist, and I've tried all the time to be one, you have to be fair. You have to give subjective evaluation an objective framework. For telling his readers that a junk motorcycle is good, an editor should be summarily executed. And vice versa.

Ah, but there's more than the testing. Motojournalists, especially *Cycle News* editors, get to go to all the races. That's somewhat true, and some of my most deeply-engrained memories are of eight to 12 riders battling simultaneously for the lead at a Camel Pro Series Mile, the way King Kenny Roberts handles the turn 6-9 section of Laguna Seca, or some of Bob Hannah's wild rides through the pack after a bad start at a National MX or Supercross.

But when you cover out-of-town races for a weekly paper, it usually involves flying. Airports across the country are universally lacking in motorcycle rental agencies lodged near the baggage claim area. The worst motorcycle I can ever remember testing had better power, brakes and handling than the average rent-a-car. I've eaten enough plastic foods on airliners to feel an attraction to Preston Petty.

Photographing the races is great fun most of the time, except when you don't have the correct pass, or a 6'6", 282-pound defensive tackle wearing the uniform of a security company decides that you don't even if you do.

There are other tales, other plusses and minuses, to be sure. And don't get me wrong. I like my job. If I didn't, I wouldn't be here.

The bottom line of what I'm writing about is that you should never envy the editors of any publication. You the readers are the very people who make them whole, give them purpose. For you to envy us is like the president of a large company envying the mail-room staff.

We are a dependent profession. We can bust our butts for the most eloquent copy, the sharpest and most exciting photographs, the latest news, the slickest graphics. We can do all of that and still have nothing. No publication is anything until a reader picks it up and looks inside.

We work for you, the reader. You are our collective boss. If you like what we're doing, it gives us a warm feeling. If you don't, please let us know. After all, it's your newspaper. ●

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ON THE FRONT PAGE: Steady Eddie Lawson has won two of the three 1984 500cc Grands Prix, to lead the points standings. Photo by Mike Pons.

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VOICES

Husky turkeys

This is in support of Mr. Brian Meyette who went to the aid of us Husky four-stroke owners at his own expense. I own a Husky TE510 and have experienced some of the problems he refers to.

I am also in receipt of two letters from Husky, the second of which came by certified mail on Monday, May 7. *(Husqvarna's letter to owners is printed below...Ed.)*

As the letter from Husqvarna states, the Husky four-strokes have several major problems that are at this time unresolved. Mr. Dick West, who wrote and compared the Husky to fine wine, can perhaps offer some suggestions to Husqvarna as to how they can satisfy people like Mr. Meyette and me who don't want to have to modify a $3500 dirt bike from day one.

I hope *Cycle News* can let the reading public know the problem side of a new bike instead of following the All's Well In Huskyville attitude.

This four-stroke is an acknowledged turkey that deserves to be roasted.

WAYNE PETROWITZ
AMA #247370
Richmond Beach, WA

Dear Husqvarna motorcycle owner

We at Husqvarna Motorcycle Company request your cooperation in order to recall and update your 1983 four-stroke model Husqvarna motorcycle. Due to the safety related aspects of the possibility of air filter fires, Husqvarna Motorcycle Company, with the cooperation and guidance of the Consumer Product Safety Commission (CPSC), is requesting that you *cease* to operate your 1983 model four-stroke Husqvarna motorcycle.

Upon receipt of this letter please contact your authorized Husqvarna motorcycle dealership and supply them with your name, address and *frame number* of your motorcycle. The dealership will then arrange for a time for you to bring in your motorcycle and leave it for the installation of the up-date kit. Due to the time required to send the up-date kit for your motorcycle to the servicing dealership, and the man hours involved in the installation of the up-date kit including required modifications, please allow sufficient time for the servicing dealership to complete the work.

Upon completion of the installation of the up-date kit and the complete inspection of the gearbox and crankshaft for worn parts, we feel confident that you will experience improved starting hot or cold, better carburetion, better clutch response, improved oil seals and overall improved function of the motorcycle, plus elimination of any air filter fire risk.

If you do not at the present time still own your 1983 model four-stroke Husqvarna, please supply us with any knowledge you may have concerning the present owner on the enclosed form.

We wish to apologize for any inconvenience during this recall but we feel the improvements to your motorcycle will be worthwhile.

HUSQVARNA MOTORCYCLE CO, INC.
San Diego, CA

The above letter was sent certified mail to Husky four-stroke owners... Editor.

Super Husky

You guys obviously have some ax to grind with Dirt Bike and/or Husqvarna because your April 25 "Quote of the Week" was little more than a thinly disguised opportunity to take a journalistic kick at the cat. There is no doubt that Husky has some problems bringing sound design concepts into the real consumer world. But it took weeks for the guys around here to even get their 1984 CR500 Hondas to start. and a lot of the XR350s still won't! And what happened to the 1983 KX500? Granted, Husky has problems with the concepts of "quality assurance," but they are not the only ones in that boat. There isn't a good running bike on any track that is running the way it originally left the factory.

Give Husky credit for openly (although perhaps a little tardy) addressing their problems. And they are providing the solutions for free! The owners of other brands have had to rely on the aftermarket, their own cash in hand, for their solutions.

And leave the left handed negative journalism to the trash publishers. You are better than that.

By the way, I don't own a Husky four-stroke. I am currently sorting out the design shortcomings of my 500 AE.

CHARLIE PASKA
Redmond, WA

The facts are: 1. Dirt Bike recommended that its readers buy $2945 to $3045 Husky four-strokes on the basis of a few hours riding the bike under the supervision of Husqvarna employees; and 2. The bike was recalled due to serious problems... Editor.

Rules and News

I am writing in regards to the article on the AFM road race on April 1, 1984 at Sears Point, appearing in the May 2 issue of *Cycle News*.

It's disappointing to me that *Cycle News* chooses to put so much emphasis on one incident on a race day. AFM/North had nearly 400 entries on April 1st, with a *lot* of close and good racing. But instead of reading about any of that, the bulk of your article featured a supposed controversy over a rider who was illegal in that class to start with.

I don't understand the point of the article, since it was based on fantasy, and one of the writers was not even present. Mr. Doherty certainly deserves press; but because of his riding ability, not because of an incident that he was not even aware of until it happened. The article did not show Mr. Emde to be a good rider, or sportsman, either. What was the point?

In the past, AFM/North has allowed riders to race "out-of-class" so they can get more track time to break in a new engine, tires, etc. They always start at the back of the grid, and are not supposed to interfere with the legal riders in that class. Since your article appeared, it has started a lot of bad feelings towards these riders. At the last AFM/North chapter meeting, the riders overwhelmingly voted to disallow riders racing out-of-class for no points.

I would hope that in the future, *Cycle News* will feature articles on *racing*, and on riders who could really use the publicity your newspaper affords.

BARBARA I. SMITH
AFM/North Secretary
Menlo Park, CA

Our story was based on eyewitness reports of the incident and an interview with Dave Emde, 1977 250cc National Champion. A former National Champion who comes from dead last to win in eight laps is worthy of attention whether or not his machine complies with rules which are, in the case of AFM's Superstreet class, contrived to restrict competition. Unfortunately, AFM rules and policy are unduly influenced by the small, vocal minority of riders who attend chapter meetings, when such important issues should be decided by a general membership vote conducted through the mails or at least at races...Editor.

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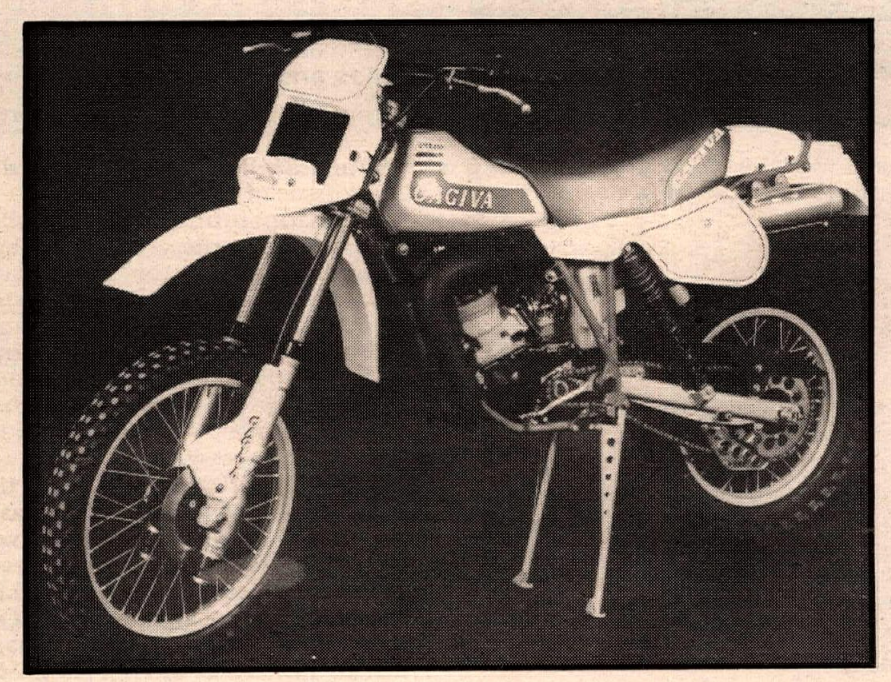

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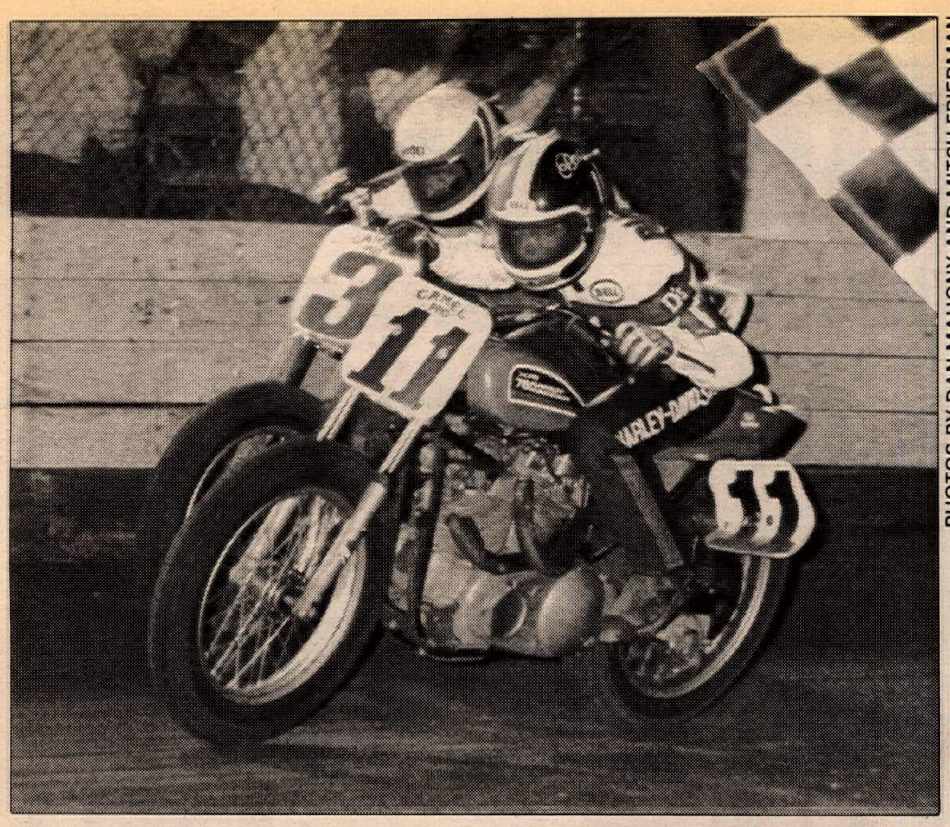
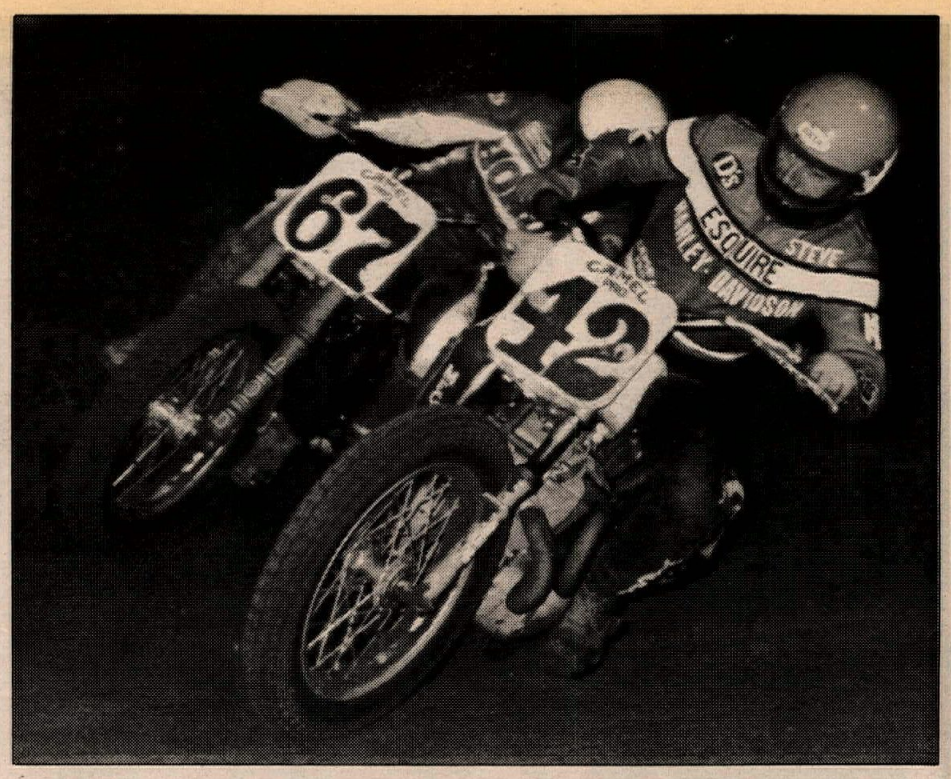


PHOTOS BY DAN MAHONY AND MITCH FRIEDMAN

At the finish it was this close as Scott Parker (11) defeated Ricky Graham in a three-lap "Trophy Dash" after the National was stopped and restarted.



Steve Morehead (42), here battling with Bubba Shobert late in the race, advanced to take third at the finish.

AMA Grand National Championship/Camel Pro Series: Round 8

Parker takes 'Trophy Dash' Ascot win

By Dale Brown

GARDENA, CA, MAY 12

As can happen in racing, fate played a large role in factory Harley-Davidson rider Scotty Parker's one-wheel-length victory in the Ascot Half Mile National. Honda's Ricky Graham had built a clear lead in the 20-lap event when Garth Brow crashed on lap 18 and brought out the red flag. When officials reverted the race to lap 17 and called for a restart, Parker came out on top of the three-lap "Trophy Dash" that went right to the wire.

Privateer Steve Morehead finished third ahead of Honda's Doug Chandler, while Randy Goss worked his way from last to fifth. The placings combined to give Graham a five-point lead in the standings, 78-73.

Overwhelming would be underdescribing Parker's jubilation over the win that snapped a dry streak going back to 1982. "I'm pumped!" exclaimed the Michigan rider in the winner's circle, "We wanted to beat Honda and we did. We're back, and we're going to keep charging!"

Ironically, prior to the restart, Parker had argued against it, as did Graham. Although ecstatic over his own success, Parker did say, "It was kind of a bad deal all together. Ricky didn't have anything to do with the restart, and we just went for it."

The win brought smiles back to the Harley-Davidson camp, where the mood had been somewhat somber after three-time Grand National Champ Jay Springsteen missed yet another race due to his mysterious ailment. "Jay felt fine all week," said Harley Racing Manager Clyde Denzer, "but when he got up this morning he was ill again."

Another top 10 rider missing the race was Jim Filice, who crashed in practice and was out for the night with a reported sprained knee.

Ascot's infield flag flew at half mast to mark the passage of Ascot founder J.C. Agajanian, who succumbed to illness the week before. Opening ceremonies included a lengthy tribute to Aggie, who established a motorcycle racing stronghold on the west coast.

Time trials

Forty-seven riders tripped the AMA clocks, and as he did the week before at San Jose, Parker set fast time. He rode his Al Spangler-tuned XR750 around the cushion oval for a time of 21.72 seconds.

Graham was the only other rider under 22 seconds at 21.93. Privateers Brow (22.01) and Morehead (2.05) also earned heat race pole positions, while Honda teammates Shobert and Chandler qualified 5-6.

Despite giving away 250cc, Junior Chris Carr and his Wood-Rotax single turned in a quick 22.72 for top Junior time, with San Jose winner Roger Thompson clocking a 22.93 on a restricted Harley-Davidson.

Heats

Shobert passed Alex Jorgensen going into turn three and led the first heat across the finish line on the first lap. Parker was third across the line, but nailed both Jorgensen and Shobert in turn one for the lead. That was all she wrote for the first 10-lapper, and Parker led to the finish. Shobert closed slightly at the end, but was still second, with the final direct transfer going to Pioneer Trucking/Hi-Point/J. Erickson/R&B H-D Shop rider Jorgensen. Oregon's Barry Pelkey topped Jeff Haney in a battle for fourth.

The second heat featured Graham in a leading role that could best be described as start-to-finish. Tim Mertens ran second on the opening lap, but then Graham's teammate Chandler passed the Belleville Honda/Megacycle-sponsored, XR750-mounted privateer and the top three remained static to the finish. Scott Pearson occupied the fourth slot for eight laps; Tom Maitland held it for the final two.

Terry Poovey jumped into the heat three lead with rookie Robert Land, who almost missed the race when his bike started leaking gas on the start line, second over Brow. Behind them Ted Boody cut a swath through traffic from a second-row start, and the order at the end of two laps was Poovey, Brow, Boody, Land and Goss. Former Grand National Champ Steve Eklund had his bad luck string grow to four races when he went out with a blown engine.

Shoei/EFG Racing/Sisemore/Storz/Hap Jones-sponsored Poovey led the race to the halfway point, then was challenged by Brow. Brow, riding Mert Lawwill's aluminum-framed XR750 for Electro West, Arai and Lawwill Products, led laps 4-7. As he did so, Goss put a move on Boody and all of a sudden it was a four-rider freight train. Poovey regained the lead on lap eight, but just past the white flag was passed by Goss. Poovey came back on the final corner and took the flag first as he, Goss, Brow and Boody crossed the line within milliseconds of each other. However close, Boody was the odd man out.

Condor Trading Corporation-sponsored Matt Rosowicz was the man out front early in the final heat, with Ronnie Jones and Morehead second and third. On the fourth lap two things happened: Morehead passed Jones for second and Gary Scott caught up to the leading group. On the fifth lap two more things happened: Morehead passed Rozowicz for the lead, and Scott did a beautiful job of saving it from a turn one highside and getting his bike up to the haybales after the chain derailed. In the remaining five laps Morehead did his thing for sponsors Esquire, KK Supply, Storz and Megacycle by building his lead, while Megacycle/Knight Frames/Warren H-D-sponsored Jones got the best of Rozowicz for second. Fourth went to Mickey Fay.

Semis

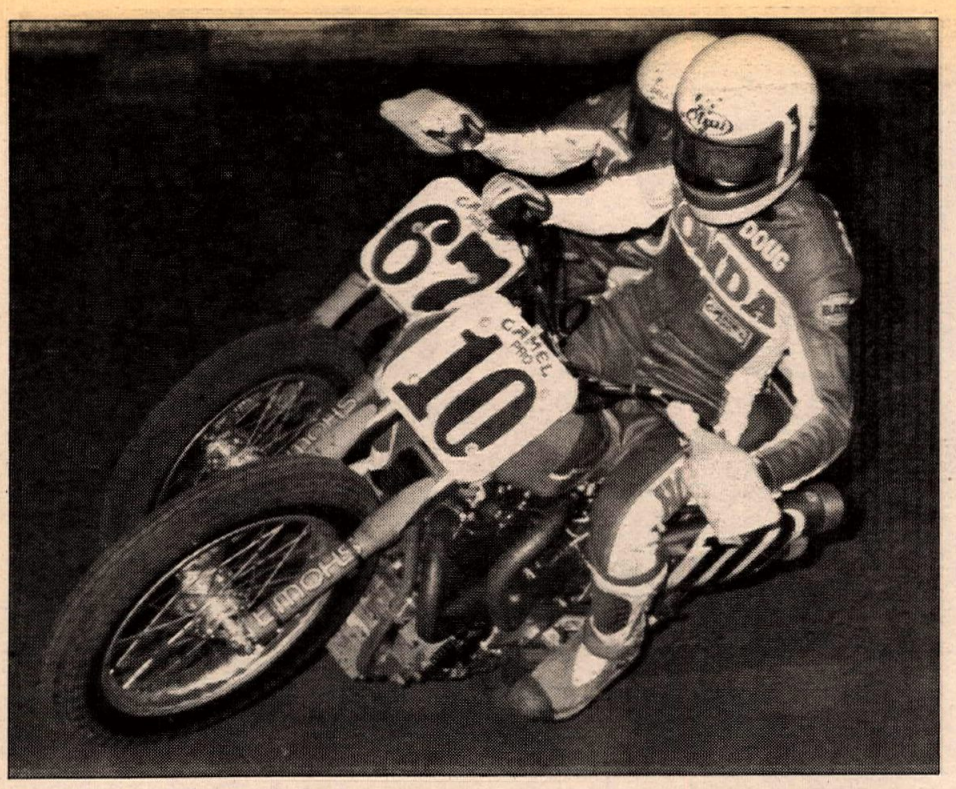
The first semi featured a two-rider battle for the single transfer, with Mike Garrison and Tom Maitland going at it.

Garrison, sponsored by Garrison Roofing, led the first half of the race with little challenge, but then Maitland moved up to make it a five-lap street fight. Maitland led across the line only once, but he made Garrison work every step of the way for the win. Hank Scott, who was badly injured at Ascot three years ago and feels that he is steadily overcoming a mental block about racing there, worked up to finish third.

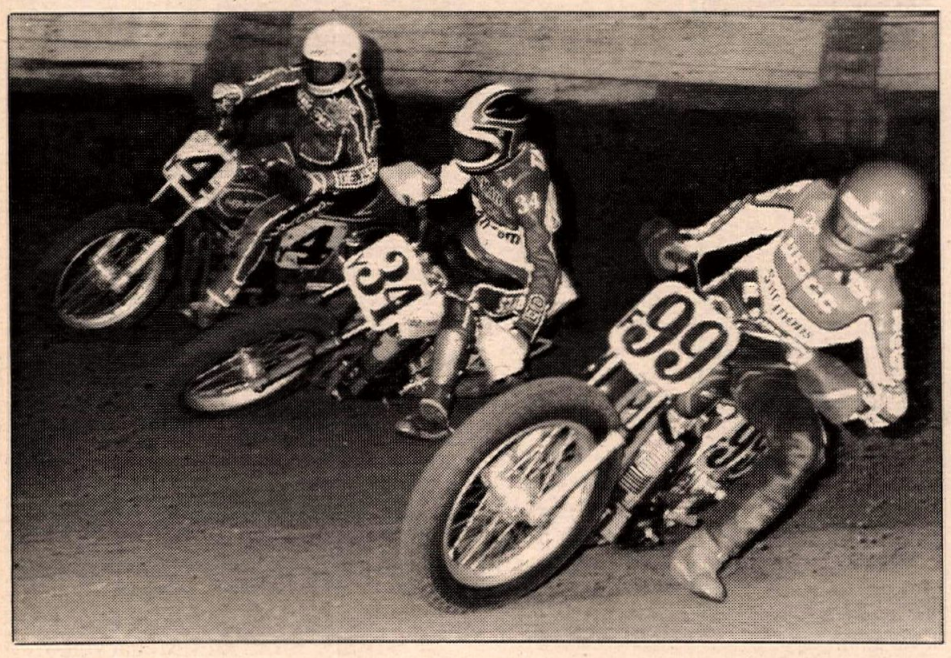
The second semi was a Boody/Fay battle for the first half, but then Boody led it all the way and the Tex Peel/Arai-sponsored rider was in the National. South Carolina's Bill Davis finished third.

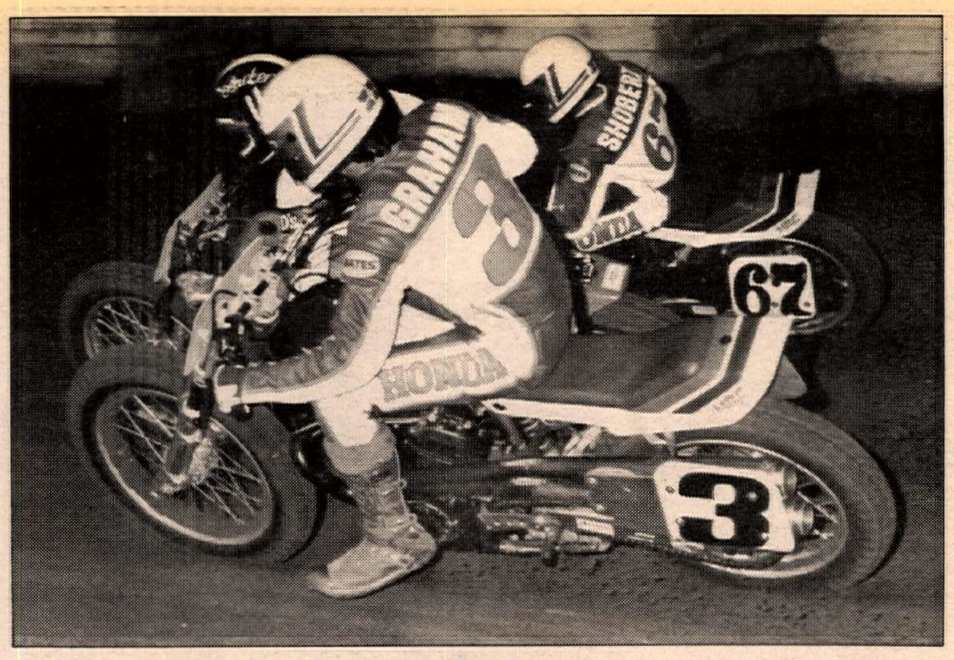
Last Chance Qualifier

Fay got the jump on Ross Klatt and Hank Scott as the Last Chance Qualifier started, but Jeff Haney's crash on the back straight brought out the red flag. Haney was unhurt, Fay was unfazed and duplicated his holeshot, but Scott couldn't repeat his good start and was mired back in seventh. Fay went on to lead it all the way. Scott took second from Chris Cannon on the final lap, but it was too late. Fay, sponsored by Ammco Tools, SuperTrapp, Marushin, Hi-Point,



(Above) Doug Chandler (10) took fourth in the National. (Below) Junior winner Don Estep inside Jim Taves and Chris Carr.





(Above) Graham, Parker and Shobert went for the lead at the start. (Below) Celebration in the winner's circle and a winner's smile (inset).

Bel-Ray and York Motors, had the last ticket to the National. In a cruel twist of fate, however, the last man in would be the first man out. Fay's ride lasted less than a lap when he exploded the clutch.

Junior National

Roger Thompson had the pole by virtue of his fast heat win, but it was Chad Felicio the early leader on a Wood-Rotax. By lap three, however, Wood-Rotax teammates Don Estep and Carr running 1-2 with Thompson up to third. Estep led from there to the finish, chopping a second off Pete Hames' 1982 record to finish at four minutes, 34.60 seconds for 12 laps. Thompson took second away from Carr on the ninth lap to set the winner's circle positions.

Ohioan Estep was a man of few words on the victory podium: "I'm speechless," he said, but added "I want to do this again when I get back east."

National

The Honda trio of Shobert, Graham and Chandler were the top runners into turn one, along with Parker. Shobert led as they crossed the finish for the first time, trailed by Parker, Graham, Chandler, Jorgensen and Poovey. Goss accidentally hit his kill switch in the first turn and got away last.

Shobert led the second lap with Parker nipping at his heels, and lap three saw Milwaukee iron up front and Graham up to second.

By lap five the top three of Parker, Graham and Shobert were clear of fourth-place Chandler. Morehead was fifth ahead of Poovey, Jorgensen, Boody and Goss.

On the sixth lap Graham almost got Parker through turn one, and on the following lap made a pass stick going down the front straight. Once Graham was in the lead he began to inch away from Parker.

At the halfway point the order was Graham, Parker, Shobert, Chandler, Morehead, Goss, Poovey, Boody and Jorgensen.

At the three-quarters mark Graham and Parker had their positions secured, but Shobert was beginning to feel heat and soon lost two positions to Chandler and Morehead. Goss was a distant sixth.

On the 18th lap Brow crashed hard in turn two, and with bike and rider both on the track, the race was red-flagged. AMA rules state that if a race is 60% completed, a referee may call it official or call for a restart in single-file order based on the order of the previous lap. Referee Rick Hutchins decided on the latter course of action.

Brow was not injured, but did not restart. Graham and Shobert got fresh rear rubber in the delay, and they lined up to start again.

Thirteen riders starting nose to tail made for an interesting 17th lap. Parker led across the start/finish line with Graham burning the rubber off his rear tire. Chandler, Morehead and Goss were behind then, with Shobert stuck in third gear and dropping well back.

In the last two laps, Graham did his best to make the low line work and passed Parker twice going into turn one, only to have Parker repay the favor exiting turn two.

It came down to the final corner on the final lap. Parker went in hard, too hard, and almost went off the cushion. Graham, riding the low line, also went into the corner hot, passing Parker but going higher than he wanted. As a result, Parker was able to square off the corner, go underneath Graham, and win the drag race to the checkered flag. When they crossed the line, Graham's front wheel was equal to Parker's steering head.

Behind them Morehead had overtaken Chandler for third, and Goss finished fifth.

The top finishers in the three-lap "Trophy Dash" had mixed emotions. "They said they were going to run it so I said I was going to win it. I had to have the gas on or finish fifth," said Parker.

"I'm glad Scotty won it," said Graham. "We put on a helluva show for everybody, and we'll see if we can't win the next one."

"I'm tickled to death," said Morehead. "It was touch and go there for a bit, but we're here to give the fans a show."

"It was a Trophy Dash and I just couldn't get it going again," said Chandler. "I went with a different rear tire choice than everybody else and it was just beginning to work in the last half of the race."

"Not too bad," was how Goss described his night. "The restart was bad for the front runners, but good for the fans." Asked if Harley was doing anything different to meet the recent Honda challenge, Goss said, "No. We're busting our ass to keep what we've got good." •

Results

20-LAP NATIONAL: 1. Scott Parker (H-D); 2. Ricky Graham (Hon); 3. Steve Morehead (H-D); 4. Doug Chandler (Hon); 5. Randy Goss (H-D); 6. Ted Boody (H-D); 7. Terry Poovey (H-D); 8. Alex Jorgensen (H-D); 9. Tim Mertens (H-D); 10. Matt Rozowicz (H-D); 11. Bubba Shobert (Hon); 12. Ronnie Jones (H-D); 13. Mike Garrison (H-D); 14. Garth Brow (H-D); 15. Mickey Fay (H-D).
TIME: No time due to red flag/rstart.

12-LAP JUNIOR NATIONAL: 1. Don Estep (W-R); 2. Roger Thompson (H-D); 3. Chris Carr (W-R); 4. Chad Felico (W-R); 5. Jim Taves (W-R); 6. Michael Arthur (C-A); 7. Donald Roberts (H-D); 8. Duane Duvall (Hon); 9. Randy Bird (Yam); 10. Kim Jorgensen (Hon).
TIME: 4:34.60 (new track record).

AMA GRAND NATIONAL CHAMPIONSHIP/CAMEL PRO SERIES POINT STANDINGS: 1. Ricky Graham (78); 2. Randy Goss (73); 3. Scott Parker (70); 4. Bubba Shobert (65); 5. Doug Chandler (61); 6. Alex Jorgensen (60); 7. Steve Morehead (45); 8. Ted Boody (44); 9. Jay Springsteen (39); 10. Jim Filice (33); 11. Pete Hames (29); 12. Steve Eklund (25); 13. Hank Scott (24); 14. Terry Poovey (23); 15. (TIE) Kenny Roberts/Garth Brow (20); 17. Tim Mertens (17); 18. Freddie Spencer (16); 19. Fran Brown (15); 20. Eddie Lawson (11).

PHOTOS BY TOM KOLNOWSKI

(Above) Jeff Ward steals the holeshot at the start of the second 125cc moto. (Below) Ron Lechien leads Mark Barnett during 250cc action.

David Bailey is unstoppable in the 500c class. Bailey kept on his winning ways winning both motos, while Broc Glover took second.

AMA/Bel-Ray Grand National MX Championship Series: Round 6

Bailey scores Atlanta Six Flags victory

By Tom Kolnowski

ATLANTA, GA, MAY 13

Flanked by roller coasters at Atlanta's Six Flags Over Georgia "theme" park, Honda's David Bailey set off on a theme of his own and won both 500cc class motos over Yamaha's Broc Glover at the Kawasaki-sponsored National Motocross. After a runaway victory in moto one, Bailey was forced to reel in a charging Glover in moto two. That he did, to win his eighth consecutive moto in the 500cc division.

While Bailey's win could be considered "clean," teammate Ron Lechien came out on top of the 250cc class by default. After a decisive win by Lechien in the first 250cc moto over Yamaha's Rick Johnson, Johnson was docked a full lap for taking a line outside the course markers and the results sheets showed him relegated to eighth. While Johnson bounced back to win moto two, Lechien's third behind Mark Barnett was good enough to net him the overall win. Billy Liles finished second overall via a 2-4 performance.

In the 125cc ranks, Johnny O'Mara gave Honda a clean sweep for the day. Jeff Ward set off on a race of his own and handily won moto one over O'Mara, then appeared destined to do the same in moto two. With less than three laps left, Ward nearly passed out after a dirt clod became lodged in his throat and O'Mara, waiting in the wings seconds behind, easily motored around Ward to cop the moto win and overall.

Bailey's win gives him a slightly larger edge over Ward in the Grand National MX Championship point chase, 253 to 246. O'Mara holds third with 211.

With the price of admission to the theme park also good for spectating at the MX, the hillsides of the track, located on a tract of land adjacent to the park, were filled with spectators. Temperatures hovered in the mid-80s.

250cc

As Kent Howerton and Ron Lechien led the pack through the high-speed, off-camber sweeper and onto the course, other riders were not having such a good time of it. "I came out running probably seventh," Rick Johnson said, "and a rider went down and Mark Barnett hit me. I dropped way back, then when I came to the next jump there were riders laying all over the place. I did a U-turn since there was no other way to get around the mess, and in doing so went outside of the banners. I got passed by four other riders." Johnson was later docked a lap for leaving the track.

Howerton led through lap four, then Lechien left him in his wake and forged ahead. By this time, Billy Liles, Keith Bowen and Bob Hannah had pulled out of the pack and were engaged in a hot dice over third behind Howerton. Three laps later, Liles trailed Lechien, with Bowen and Hannah still in close company and Howerton knocked back to fifth.

Into lap 11, Lechien had a comfortable lead of 22 seconds, and Hannah had displaced Liles for second. Then on lap 12, Hannah became entangled in a length of course banners, which brought him to an abrupt halt on the first mound of a double jump. Liles narrowly missed Hannah as he crested the jump, but Bowen, who was running a close fourth, landed squarely on top of Hannah.

"I slowed a bit and Bowen just bailed right on top of me," Hannah later said, his arm soaking in a bucket of ice. "There was no excuse for it — he was close, but not so close that he couldn't avoid hitting me. He landed on my right arm. I have had the worst of luck with Bowen this year."

Hannah, visibly in a lot of pain, limped back to the pits after the incident, but not before having a few harsh words with Bowen. Bowen later remounted, but had lost several positions during the mishap. "I thought he was going to make the jump," Bowen said, "but I landed right on him. Hannah had been double-jumping that spot all day, and there was nothing I could do to stop. Hannah was really upset, but it just happened."

Lechien romped to the win, with Johnson working through the pack to finish what he thought was second. Liles copped third ahead of Howerton, Jeff Hicks and Bowen.

"I'm pretty upset," Johnson said after learning he was bumped back to eighth. "I guess taking a line for reasons of safety is not the thing to do — I'll be ready for the second moto."

Hannah opted to sit out the final moto, and instead went to visit a physician to check out his arm. "Bob probably could have ridden the last moto," said Honda team manager Dave Arnold, " "but since he's not really in the point chase we decided it was better to play it safe."

Lechien again throttled to the front of the pack in moto two, with Johnson and Barnett determined to make a three-way battle out of it. Liles, however, got spun around and recovlay it safe."

Lechien again throttled to the front of the pack in moto two, while Johnson and Barnett argued dead last.

"Johnson and I were having a good battle," Barnett said, "and I could tell we were gaining on Lechien." And by lap six, both Johnson and Barnett had worked past Lechien, leaving him behind as they continued their scuffle.

By lap nine, Liles, who had been

Billy Liles captured second with a 2-4 tally in the 250s.

Johnny O'Mara traded moto wins with Jeff Ward for the overall.

passing riders in bunches, was all the way up to fourth behind Lechien. The rest of the pack was over a half lap off the pace.

Johnson finally broke free of Barnett on lap 10, then stayed there to win. Barnett came through for second, five seconds back, with Lechien a distant third — good enough for the overall win. Liles finished fourth ahead of Howerton and George Holland.

"It was a relatively easy win for me," Johnson said. "They might have got me down in the first moto, but I showed them this time. I've decided to race against the track instead of against the other riders — it seemed to have worked."

"I did what I could," Liles said, "but it was rough coming off the line last after tangling with Alan King. I'm pretty happy with second overall."

King saw his point lead in the class fall into the hands of Lechien. "I got a flat in the first moto," King said, after a rock became lodged in the wheel." After a quick wheel change by the Team Tamm crew, King finished 11th. "I crashed a few times in the second moto — that was my fault — but still finished eighth."

500cc

David Bailey was in complete control from the very start in the first moto, and immediately left Phil Larson and Broc Glover in a cloud of dust. "My goal was to get out front and build up a good lead right away," Bailey said. "I knew I had the fastest lap times in practice, so with a cushion I could afford to make a few mistakes later on and still win."

Glover easily dispensed with Larson after three laps, but by that time Bailey was gone — to the tune of eight seconds. On lap four, Goat Breker and Mickey Kessler settled into third and fourth behind Bailey and Glover, with Kenny Keylon running fifth ahead of Mark Murphy. The moto could've ended there, for all six riders held their positions to the finish.

Bailey's win saw him pass the checkered flag over 30 seconds ahead of Glover, with Breker a solid third but another half lap off the pace.

"I didn't have the best of times out there trying to catch Bailey," Glover said, "but at least I didn't have anyone landing on top of me like Hannah did."

In moto two, Glover was determined to make Bailey work for his win, leaving the starting line in perfect form for the lead over Larson and Kessler. Bailey came out fourth.

"I was leaning too far forward when I left the gate," Bailey said. "The rear wheel spun for about five seconds and Broc was gone. I never looked at anyone else, but just kept my eyes on Broc. He got away from me right away."

By lap three, Bailey had put both Larson and Kessler to rest, with Glover already 12 seconds ahead. "Broc was really riding well at that point, and I told myself that I had to settle down and quit making little mistakes," Bailey said, "and I began to make up some ground." Breker was up to third ahead of Kessler.

During laps five through eight, Bailey was indeed hammering away at Glover's lead. The 11 seconds that Glover enjoyed as a margin over Bailey on lap five was rapidly reduced to only three by the completion of lap eight.

On lap nine, Bailey made his move in a whooped section before a throng of cheering fans. "It seemed that Broc had slowed a bit, like his arms had pumped up or something," Bailey said, "and I cruised past into the lead. The constant pressure I had applied paid off."

Bailey cruised on for the win over Glover, with Breker and Kessler also repeating their finishes in moto one for third and fourth. Murphy placed fifth to lock up fifth overall.

"I think Broc is still at a disadvantage having to ride the basically stock Yamaha," Bailey said. "It's not that his bike is necessarily bad, but that my works bike — with the water cooling and all around great performance - just works all that much better."

125cc

Jeff Ward, Team Tamm's A.J. Whiting and Erik Kehoe led the parade in the first moto, while Johnny O'Mara was making tracks through the field after starting ninth.

"There had been a lot of crashes in the first corner," O'Mara said, "so I decided to take it easy coming off the line. I was a little too cautious and got caught in traffic. I could see Ward getting away."

While O'Mara succeeded in passing everyone in his way with the exception of Ward by lap three, Ward was about 10 seconds ahead. Whiting was still a strong third, with Jim Anderson fourth over Kehoe.

"I was able to keep Ward right where he was," O'Mara said, "and that was 10 or 12 seconds ahead of me. I would reel him in a second or two, then lose it again. I was really having to work hard to stay there — it was becoming a losing battle."

Ward won over O'Mara, with Mike Beier wedging himself between Whiting and Anderson in the late laps to finish fourth.

Ward and O'Mara came off the line almost as one in moto two, with Tom Rice, Danny Storbeck and Whiting following. This time around, O'Mara was able to keep Ward much closer, but Ward managed to stake a three-second lead by lap three.

"We changed the gearing a bit for the second moto," O'Mara said, "and I was able to keep Ward in sight. I thought that if I kept my pace up all the way I might have a chance at the end."

Through lap eight things hadn't changed much — Ward led a struggling O'Mara by four seconds, with Storbeck up to third ahead of Whiting and Rice, but nearly half a lap behind the Ward/O'Mara duo.

But on lap 12, Ward began to slow, shaking his head from side to side. "Some dirt had gotten into my mouth and throat," Ward said. "I was unable to swallow and couldn't catch my breath, and I began hyperventilating. It finally cleared itself up about two laps later, then my head swelled up and I almost passed out. I don't even remember O'Mara passing me — it was that bad."

"I saw Ward slow down, and thought he must have knocked his wrist on something — Jeff never really slows at the end of a moto since he's such a hard trainer. On a track like this with all the uphills and downhills it's hard to keep going if you can't breathe well. I felt confident after I passed him, and I'm really happy," said O'Mara.

Ward held on for second over Storbeck, Whiting and Rice. Floridian Jeff Frisz finished sixth, as he had also done in moto one.

"The track today was a good one," Frisz said, "but when you fall down — like I did a few times today — it was so hard to get back in the swing of things due to the heat. I'm pretty pumped to do this well." •

Results

500cc: 1. David Bailey (Hon) 1-1; 2. Broc Glover (Yam) 2-2; 3. Goat Breker (Kaw) 3-3; 4. Mickey Kessler (Hon) 4-4; 5. Mark Murphy (Yam) 6-5; 6. Kenny Keylon (Yam) 5-10; 7. Peter Snorteland (Yam) 13-6; 8. John Collins (Hon) 10-11; 9. Donnie Cantaloupi (Hon) 7-16; 10. Eric Eaton (Hon) 8-18; 11. Jeff Stevenson (Yam) 14-13; 12. Scott Manning (Yam) DNS-7; 13. Ron Jones (Hon) 16-12; 14. Micky Dymond (Hus) DNF-8; 15. Andy Stacy (Hus) DNF-9; 16. Steve Burdette (Yam) 9-DNF; 17. Gary Depillo (Yam) 18-14; 18. David McClain (Hon) 11-21; 19. Ron Dunfee (Yam) 12-DNF; 20. Terry Hobbs (Hon) DNF-15.

250cc: 1. Ron Lechien (Hon) 1-3; 2. Billy Liles (Kaw) 2-4; 3. Rick Johnson (Yam) 8-1; 4. Mark Barnett (Suz) 6-2; 5. Kent Howerton (Kaw) 3-5; 6. Jeff Hicks (Hon) 4-7; 7. Keith Bowen (Yam) 5-9; 8. Jim Holley (Yam) 7-10; 9. Alan King (Hon) 11-8; 10. Kevin Foley (Yam) 14-11; 11. Edwin Arnet (Hon) 12-13; 12. George Holland (Suz) DNF-6; 13. Tetsumi Mitsuyasu (Yam) 17-12; 14. Greg Mayo (Suz) 15-15; 15. Scooter Stafford (Yam) 9-DNF; 16. Tom Carson (Hon) 11-DNF; 17. Keith Simmons (Kaw) 13-DNS; 18. John Whelchel (Hon) DNF-14; 19. Johnny Spaw (Yam) DNF-16; 20. Keith Watson (Hon) 19-18.

125cc: 1. Johnny O'Mara (Hon) 2-1; 2. Jeff Ward (Kaw) 1-2; 3. A.J. Whiting (Hon) 3-4; 4. Mike Beier (Yam) 4-7; 5. Danny Storbeck (Yam) 11-3; 6. Jeff Frisz (Hon) 6-6; 7. Guy Cooper (Hon) 7-10; 8. Jim Anderson (Yam) 5-12; 9. Eric Hall (Hon) 10-9; 10. Clay Hoenshell (Suz) 14-8; 11. Tom Rice (Kaw) 18-5; 13. Jeff Surwall (Yam) 16-11; 14. Erik Kehoe (Hon) 8-DNS; 15. Terry Tinney (Kaw) 19-13; 16. Vincent McMahon (Yam) 17-15; 17. Mark McLaren (Kaw) 12-DNF; 18. Steve Pate (Yam) 13-24; 19. Gary Bowman (Suz) DNF-14; 20. Mike Crane (Kaw) 15-DNF.

250 POINT STANDINGS: 1. Ron Lechien (162); 2. Alan King (143); 3. (TIE) Mark Barnett/Rick Johnson (141); 5. Billy Liles (131); 6. Kent Howerton (122); 7. Keith Bowen (115); 8. Jeff Hicks (74); 9. Bob Hannah (63); 10. George Holland (56).

500 POINT STANDINGS: 1. David Bailey (200); 2. Broc Glover (174); 3. Goat Breker (141); 4. Pete Snorteland (108); 5. Eric Eaton (96); 6. Kenny Keylon (92); 7. Mark Murphy (89); 8. Scott Manning (75); 9. Micky Dymond (72); 10. Andy Stacy (58).

125 POINT STANDINGS: 1. Jeff Ward (191); 2. Johnny O'Mara (185); 3. Mike Beier (138); 4. A.J. Whiting (137); 5. Danny Storbeck (80); 6. Rick Ryan (75); 7. (TIE) Gary Bowman/Jim Anderson (73); 9. Guy Cooper (68); 10. Erik Kehoe (66).

AMA/BEL-RAY GRAND NATIONAL MX CHAMPIONSHIP SERIES POINT STANDINGS: 1. David Bailey (253); 2. Jeff Ward (246); 3. Johnny O'Mara (211); 4. Broc Glover (187); 5. Mark Barnett (185); 6. Ron Lechien (180); 7. Rick Johnson (165); 8. Billy Liles (162); 9. Alan King (161); 10. A.J. Whiting (145).

PHOTOS BY MERLE ACORD

National Enduro Champ Mike Melton got back on track in Indiana, dropping only five points for the overall win.

Can-Am's John Martin finished second, dropping a point at the first check and then matching Melton's pace.

AMA National Championship Enduro Series: Round 3

Melton edges Martin at Burr Oak

By Merle Acord

ROSELAWN, IN, MAY 6

"I don't know about these other guys, but I've got to win some points today," said Team Husqvarna's 1983 National Enduro Champion Mike Melton, prior to the Midwest National Enduro Riders Association's presentation of their 21st Annual Burr Oak National Enduro.

Melton, riding a Husky 400WR on row 43, then took command of the 118 miles of sand whoops, fast woods trails and open fields that made up the course. He dropped a scant five points through 10 time checks, which included four emergency and six observed checks, to beat out Can-Am's John Martin by one minute and win his first National of 1984.

Jeff Fredette, who won the National the last two years running, was heavily favored to repeat again. However, he rode his Team Green Kawasaki KDX 200 into the ninth check one minute hot and the two extra points raised his score to eight and put him out of a shot at the win.

Mark Hyde, on a Team Husky 125, also dropped eight points in the loose sand and high-speed trails, but lost the tie-breaker and finished fifth. "I'm riding the 125 again because I did so well on it last year," said Hyde, when asked why he hadn't moved up to a larger displacement machine this year. "I have a 400 that I ride in hare scrambles, but in the National enduros, Dick (Burleson) wants me on the 125. I'm used to it now."

"This was a tough ride for time-keeping," said Melton. "The woods sections were so fast that if you rode on the top of your minute you took a chance on burning a check. There wasn't any deep water, or slick hills and I don't remember a single trail bottleneck all day. It was really fun to ride," continued Melton. "I haven't had this much fun at a National in a long time."

"I'm glad he won," said Team Husky rider and third overall finisher Fritz Kadlec. "We're driving out to San Diego from here to ride the National Hare Scrambles rounds and Mike is a lot more fun to travel with when he's won."

Kevin Hines, the present point leader in the National Enduro Series, wasn't smiling much. Kevin dropped nine points and finished seventh overall. His doctor had advised him against riding for a while after a recent practice accident left him with two cracked ribs and a tweaked wrist. Hines withdrew from the Oklahoma Three Day Qualifier one week prior to the National to give himself some extra time to heal.

"Kevin still has the point lead even after my win today," said Melton. "But they only count 10 of the 12 Nationals for championship points and I consider the South Carolina National as one of my two throwaway rides. After we've had five or six nationals and things have settled down we'll know who's having a good year."

It may be early in the season, but Can-Am's John Martin has his riding rhythm. Despite giving away an extra point at the first check, Martin was dead even with Melton as each had dropped three points by the 66-mile mark where the 24 mph average changed to 30. Fredette had dropped a single point.

"We raised the speed from 24 to 30 mph for 12 miles," said club official and course referee Dave Rawlins, "with the specific intent of taking points away from the AA riders. We wanted at least five. We checked them in, had an emergency check halfway through, then another at the end. Then we had a six mile reset to get the slower riders back on time.

"It worked," continued Rawlins. "Not as well as he had hoped, but no rider zeroed that section. Melton dropped one minute with Martin, Kadlec and Cunningham dropping two. A lot of riders, including Fredette, dropped three."

Bill Gusse, on one of his own Bike Barn Can-Am 250s, won the High Point A trophy by edging Husky rider Jeff Russell at the emergency checks after both had dropped 11 points.

Gusse also split a motel room with John Martin and prior to the run was waving a paper sack with golden arches on it. He said, "Martin told me if I was going to ride fast, I had to eat fast."

There were others in the 250cc A class who went to the emergency checks to decide their trophies. Jim Boyne and Brian Lohmen each had 14 for second and third. One point back Ray Krantz and Scott King added up their seconds at the tie-breaker for their trophies.

Randy Hawkins took High Point B honors by dropping 17 points aboard a Husky 125. Hawkins now gets to ride in the A class since the overall B class winner is automatically moved up a class.

Chuck Cannon, a District 17 Kawasaki pilot, won the 200cc A class with a score of 12 which was two points better than second place rider Rick Walsworth and six better than third place Gary Peterson.

Three Husky riders in the Open A class, Tom Buckles, Al Randt and John Hoffman all posted scores of 12 and after tallying up their emergency check seconds they finished in that order.

In addition to the trophies handed out, contingency awards were plentiful. Oury Grips, Smith Roll-Offs, Silkolene Lubrication, Hi-Point Racing Products, Power Motors and B&C Cycle provided the goodies. ●

Results

OVERALL: Mike Melton (Hus) 5.
HIGH POINT A: Bill Gusse (C-A) 11.
HIGH POINT B: Randy Hawkins (Hus) 17.
AA: 1. John Martin (C-A) 6; 2. Fritz Kadlec (Hus) 7; 3. Jeff Fredette (Kaw) 8; 4. Mark Hyde (Hus) 8; 5. Terry Cunningham (Hus) 9; 6. Kevin Hines (Hus) 9; 7. David Bertram (Hus) 9; 8. Richard Scharphorn (Hus) 10; 9. Ron Ribolzi (Hus) 12; 10. Dwight Rudder (Hus) 12; 11. Randy Kline (Hus) 12.
200cc A: 1. Chuck Cannon (Kaw) 12; 2. R. Walsworth (Kaw) 14; 3. Gary Peterson (C-A) 18; 4. David Pierce (Kaw) 18; 5. Scott Ford (KTM).
250cc A: 1. Jeff Russell (Hus) 11; 2. Jim Boyne (Hus) 14; 3. Brian Lohmen (Hus) 14; 4. Ray Krantz (Hus) 15; 5. Scott King (Hus) 15.
OPEN A: 1. Tom Buckles (Hus) 12; 2. Alan Randt (Hus) 12; 3. John Hoffman (Hus) 12; 4. Gary Johnson (Hus); 5. Ray Mungenast (Hus) 14.
SR A: 1. Buck Walsworth (Kaw) 19; 2. Emmett Cox (KTM) 19; 3. Chuck Craig (Hus) 20; 4. Dennis Schenk (Kaw) 20; 5. Carl Scharphorn (Hus) 23.
PP: D. Doucy (Hus).
SR B: 1. R. Garrett (Hus); 2. John Menssen (Kaw); 3. Dale Whitton (Hus); 4. Richard Roth (Kaw); 5. Donovan Young (Mai).
125cc B: 1. Charles Koch (Yam) 31; 2. John Hass (Hon) 44; 3. Reggie Shelton (Cag) 62; 4. Charles Lee (KTM) 85; 5. Larry Adams (Suz).
200cc B: 1. Brent Floyd (Kaw) 25; 2. Tim Farrell (Yam) 25; 3. Mitchell Shrum (Kaw) 25; 4. Mike Juif (Kaw) 26; 5. Randy Spoof (Kaw) 26.
250cc B: 1. John Love (Hus) 19; 2. Don Metz (Hus) 19; 3. Bill Bean (Hus) 20; 4. R. Sampson (Hus) 21; 5. Dennis Gale (Hus) 22.
OPEN B: 1. Dave Rafferty (Yam) 20; 2. John Mitchell (Hus) 23; 3. Charlie Williams (Hus) 26; 4. Jim Markley (Suz) 30; 5. Ken Witkowsky (Hus) 33.
SUPER SR: 1. Richard Lenover (Kaw); 2. Al Bergquist (Hus); 3. Phillip Patterson (Hus); 4. Harold Denny (Yam); 5. Bob Dorris (Hon).
4-STROKE: 1. D. Koccki (Hon); 2. Terry Flynn (Hon); 3. George Tubbs (Hon); 4. Tom Hoffman (Hon); 5. Richard Tracy (Hon).

The Latest POOP BY PAPA WEALEY

(Continued from page 3)

HosPITal STOP: Jim-Bob Kuhr, a Second Division speedway rider and AMA Class C Junior, broke a leg in four places and crushed a knee while practicing for the Ascot National Half Mile. He'll be out of action for the rest of the year, and could use some cheering up. Send those cards and letters to him at 4421 Laurel Canyon Blvd. #16, North Hollywood, CA 91607.

Champagne Travel of Amherst, Ohio, is again organizing the official AMA tour to the International Six Days Enduro to be held October 1-6 in Assen, Holland. There are two tour options, one with 11 days at the Assen site, the other allowing for sightseeing throughout the area prior to the Six Days. Prices start from $1140 per person double occupancy from New York, and the tour begins September 24 and ends October 8. For details, contact Champagne Travel, 1305 North Ridge Rd. West, P.O. Box 67, Amherst, OH 44001, 216/282-7075.

California Motorsports Club is looking for 20 125cc Pros to compete in a Supercross race one night at the Honolulu Bowl. All expenses will be paid, and the riders will stay at the Waikiki Hotel for four days. There will be harbor tours and many other activities during the stay. This will be the first Supercross race ever held in Hawaii, which is promoted by Pro Motion, Inc., that normally promotes rock concerts, and is sanctioned by CMC. The chartered flight leaves Thursday, June 28, and returns Sunday, June 30. If interested send resume to the CMC office at P.O. Box 1858, Costa Mesa, CA. 92626. For more info. call 714/261-6116.

Floridian Steve Martin, who recently moved to Japan to contest that country's National MX series, was the winner of the April 22 Hiroshima Grand Prix. Martin won both motos on a stock Honda CR250R and said, "I really loved it — I signed autographs for two and a half hours."

Tatum Communications has finished production on television coverage of the April 14 Supercross event held in the Dallas, Texas, Cotton Bowl. The footage will be aired in June as the monthly segment of the Recreation Network Sports Series. Tatum and Metromedia Television have an on-going agreement to air the series, which is also carried on more than 50 other stations. Former World Speedway Champion Bruce Penhall hosts the show.

Motocross Mom Gale Webb's sports safety program recently played to 140,000 spectators at a Scout-O-Rama held at Del Mar Fairgrounds near San Diego. On July 15 she'll be at the Venice Pier in Venice, California; in November she'll play at Scout-O-Ramas scheduled in Visalia, California and Angel Stadium in Anaheim, California.

(Continued to page 16)

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Race Notes

MIKE MELTON wears his SHOEI Helmet to 1st Overall in the Burr Oak National Enduro at Roselawn, IN. Mike dropped a scant five points in the 100 mile event.

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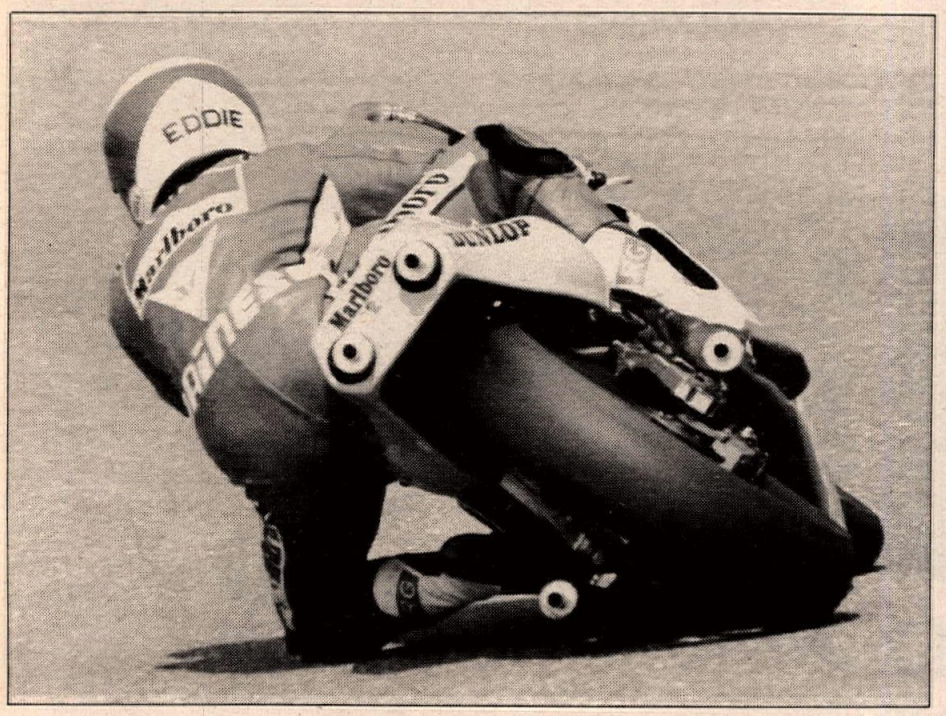
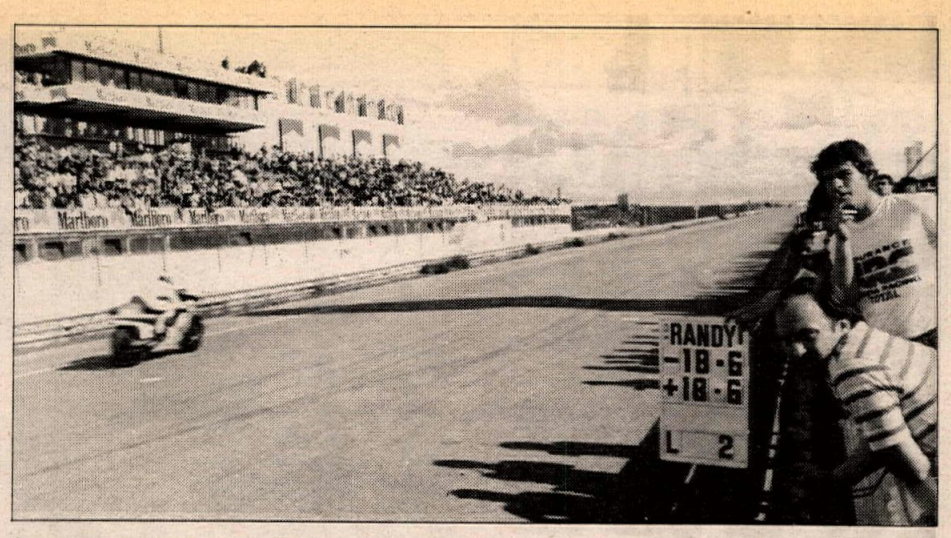
PHOTOS BY MIKE PONS

Mamola, Lawson and Roche on the winner's stand with race officials; (Below) Everybody else's view of Lawson.





As Mamola streaks by, a crewman signals his time behind Lawson and ahead of Roche. (Below) Mang (3) leads Pons (30) Sarron, Carter (14), McLeod (36), Cornu (9), Balde, and Lavado on 250s.

World Road Racing Championship Series: Round 3

Lawson pulls away with Spanish win

By Mike Pons

MADRID, SPAIN, MAY 6

Eddie Lawson won the Spanish Grand Prix to stretch his points lead over 1983 World Champion Freddie Spencer, who missed the race with injuries suffered in England two weeks earlier.

Lawson's victory was his second in the first three races of the 1984 season, giving him 42 points to Spencer's 15. Privateer Raymond Roche is second in points standings with 32 points; Spencer is third.

In front of 100,000 spectators, Lawson used his Team Marlboro Yamaha V-4 to beat Randy Mamola, who rode an NS500 Honda V-3, by 17.5 seconds. The race was Mamola's first Grand Prix of the year.

Lawson qualified fastest at 1:30.25 seconds on the hilly, 2-mile, banked-turn, 12-corner track that is a mixture of Laguna Seca and Loudon. Lawson's teammate Virginio Ferrari crashed hard during qualifying and broke a leg.

Second fastest in qualifying was Roche (Hon) at 1:30.95; Mamola was third at 1:31.35, Franco Uncini (Suz) fourth at 1:31.85 and Ron Haslam (Hon) fifth at 1:31.95.

Haslam got off the grid in first place, followed by Mamola, Roche and Lawson. That didn't last for long as Lawson shot by Roche and Mamola before the end of the first lap and was hot on Haslam's tail.

Lawson passed Haslam exiting turn three on the second lap, and by the end of that lap Mamola was in second place ahead of Haslam and Roche. Lawson immediately stretched out his advantage, holding a 4.5-second lead over Mamola by the end of the fifth lap.

By that time, Roche had passed Haslam and the finishing order was already set: Lawson, Mamola, Roche, Haslam.

The real battle was for fifth place between former World Champions Uncini and Barry Sheene (Suz) and privateers Boet van Dulman (Suz), Reinhold Roth (Hon), and Gustav Reiner (Hon). Less than 0.5 seconds separated the five riders. Uncini led the group until he retired on the 20th lap with a broken fuel line; then van Dulman took over, eventually leading the group to the line and finishing fifth, ahead of Reiner, Sheene and Roth.

Lawson was elated after his victory, saying that the win took much of the pressure off him in the World Championship series. "But it's still early in the year," Lawson added, "and anything can happen."

Many Europeans still don't believe that Lawson is a serious contender for the championship. Seventh-place Sheene, for example, has said that Lawson isn't good enough to be World Champion. And many journalists think Spencer will win the remaining nine races and take the championship. One Italian writer actually asked Lawson what he thought about the idea that Spencer would win all the remaining events. Lawson dismissed the possibility and said that he expected many close races with Spencer.

Lawson said that he didn't think Spencer's bike was as fast as many experts said; but he did admit that the Honda has a slight power advantage.

Randy Mamola was thrilled to be back on the Grand Prix circuit but wasn't completely happy with his performance on the NS500 Honda. Mamola said he was still getting used to the bike and didn't have it completely dialed in yet.

Meanwhile, the stands reverberated with chants of "Sito! Sito!" and "Pons! Pons! Pons!" during the 250cc race, won by none other than Antonio "Sito" Pons on a Kobas.

Fully eight riders had a shot at the win, with less than one second separating the lot. I. Palazzese led with his Yamaha from the start, staying in first for five laps until his bike broke. But between the start and that fateful fifth lap, pole-sitter C. Cardus and his Kobas worked up from seventh off of the grid to second, taking the lead as Palazzese dropped out.

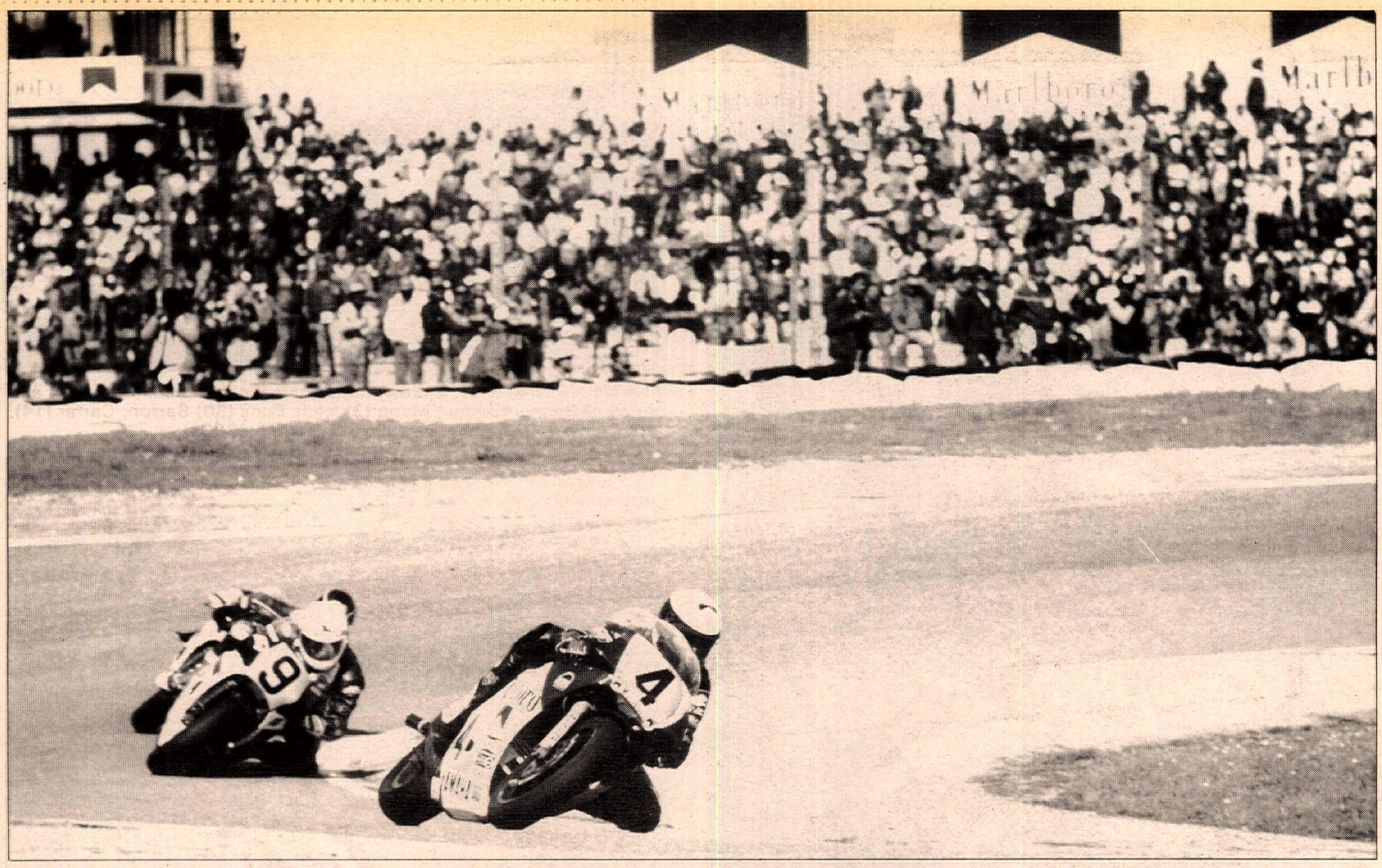
But Cardus' lead was just as short lived, and he crashed on the ninth lap. Leading then was Christian Sarron on a Yamaha, until former World Champion Anton Mang forced past only to be passed by Pons, then Sarron, then reigning World Champion Carlos Lavado, Alan Carter, J.F. Balde and Jaques Cornu, Balde on a Pernod, the rest on Yamahas.

U.S. Superbike Champion Wayne Rainey started slowly, taking it easy and being very careful, still feeling the effects of his crash in England, in which he broke a foot. Rainey started back near 20th and worked steadily forward, finishing 10th. ●

Results

500: 1. Eddie Lawson (Yam); 2. Randy Mamola (Hon); 3. Raymond Roche (Hon); 4. Ron Haslam (Hon); 5. Boet van Dulman (Suz); 6. Gustav Reiner (Hon); 7. Barry Sheene (Suz); 8. Reinhold Roth (Hon); 9. Fabio Biliotti (Hon); 10. Keith Huewan (Hon).

250: 1. Sito Pons (Kob); 2. Christian Sarron (Yam); 3. Carlos Lavado (Yam); 4. Alan Carter (Yam); 5. J.F. Balde (Per); 6. Jacques Cornu (Yam); 7. Anton Mang; 8. Jacques Bolle (Yam); 9. J.M. Mattioli; 10. Wayne Rainey (Yam).



Eddie Lawson leads Honda-mounted Ron Haslam (9) and Randy Mamola before pulling away.

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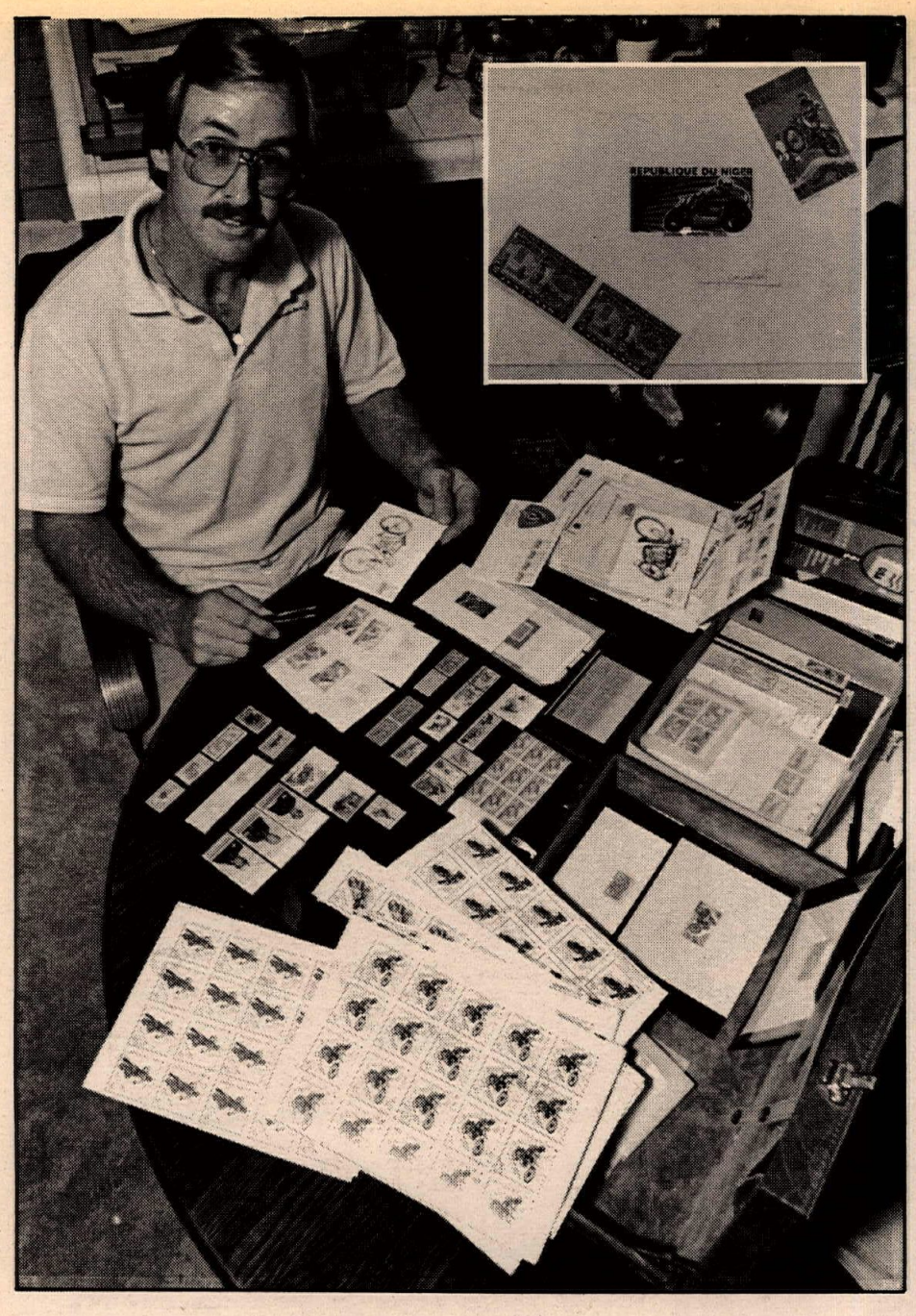
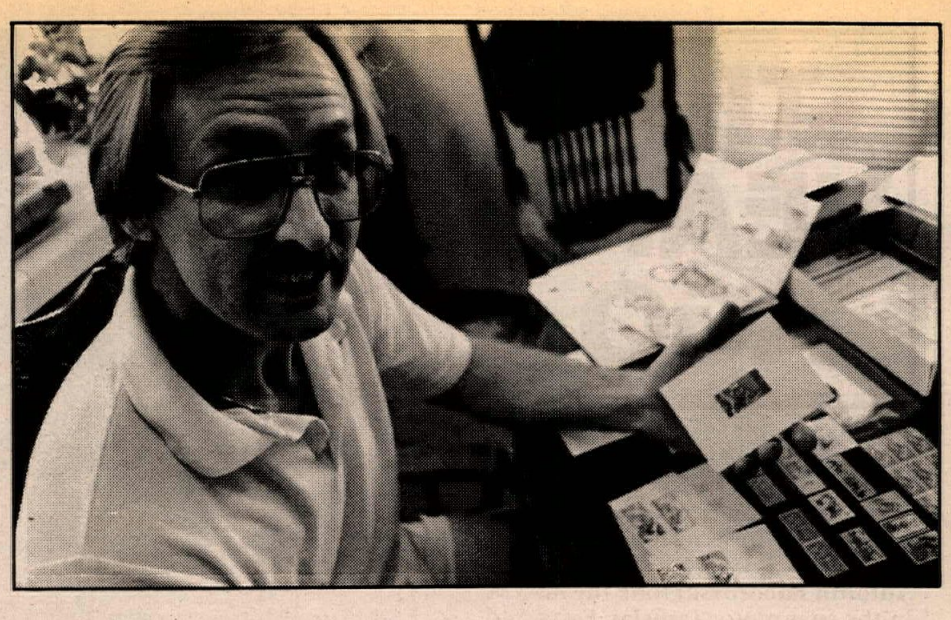




Motorcycle stamp collecting made easy

Russ Darnell's sticky business

By Rex Reese

Mention Russ Darnell's name and it's pretty easy to associate him with his motocross schools. After all, next to Gary Bailey, Russ has been teaching kids to do bermshots and crossups longer than anybody else. It's a reputation that's been years in the making. But Russ Darnell, a *philatelist?* This is also true. And he's been doing it almost as long as he's been riding motorcycles, but only recently has his hobby become a serious business enterprise.

But wait! Real men don't collect stamps, do they?

Oh, yes they do.

"I was about 11 when my parents bought me a big bag of stamps for Christmas," explains Darnell about his entrance into philately — stamp collecting to the rest of us. "It was a stocking stuffer. And when I was 14 or 15, I discovered that there were also motorcycle stamps."

Young Russell was already an experienced off-road rider when he spotted the motorcycle stamp, which happened to be a United States Postal Service Special Delivery issue with a Pope and its rider on the face. Issued in 1922, Darnell says that this was the first U.S. motorcycle stamp, and it was distributed until the early 1940s. Russ added that the second motorcycle stamp issued by the Postal Service was last year; a five cent bulk mail stamp which oddly enough also features a Pope. "It's kind of strange," he observes, "since the Pope never saw widespread or popular use."

But that hardly matters. Darnell picked up a plastic stamp holder which contained a pair of U.S. Special Delivery stamps. It was explained that this was a 1927 issue, but something was wrong with them which made them very valuable: the all-important perforation between the stamps was missing. "This is the greatest rarity in motorcycle stamps," Darnell says. "There are only 50 pairs of these which are known to exist."

Printing errors and scarcity brings up a good point which happens to attract many people to stamp collecting — the lack of a perforation on this particular pair of stamps makes them worth $500. This fact of life about stamps makes collecting them potentially lucrative, not only as investments but as works of art in their own right. "Over the past 50 years," explains Darnell, "fine art, such as Old World masterpieces, have appreciated 3500 percent. But stamps, during the same period have appreciated 34 *thousand* percent! A stamp valued at $500 can appreciate 50 to 100 percent a year *forever.*"

Early on, Russ was aware of the financial possibilities at stake and was an active trader and buyer, continually building his collection with choice finds. "In high school, it wasn't cool to be a stamp collector," recalls Darnell. "So I had the opportunity to buy up some very good collections for 10 or 15 dollars. One of those collections that I purchased in 1960 is now worth about $14,000."

By being diligent through the years, and knowledgeable in his trading, Russ Darnell lays claim to having in his possession the largest collection of motorcycle stamps and related philatelic items in the world. This has also made Russ the foremost authority on the subject, and other stamp companies and philatelic organizations contact him for information relating to motorcycle stamps.

What is it that attracts people to stamps? After all, stamp collecting is the most popular hobby in the United States if not the world.

"Stamps in general are basically picture stories," explains Darnell. "They provide stories of events. And in thematic collecting you might have a great interest in dolls or cars, but in my case it's motorcycles. A lot of people who collect motorcycles never get to see their sport represented in any form of art. You don't go to a museum and see pictures of Joel Robert or Roger DeCoster, but I see motocross as an art form — in fact there's art in every form of motorcycle sports. So stamps are a way that motorcycling is depicted by great artists. They're put on envelopes which go all over the world."

To reinforce his point of view, Darnell has spread across a table in his house a dizzying array of stamps, of which there is (no kidding) a motorcycle stamp of some kind from virtually every part of the world. Many are very colorful, such as those from European countries, and they are intricately designed. And then there are stamps that are from places you've not only never heard of, you can't even think they even know what a motorcycle is. Ever heard of Ajman? The stamp from this obscure Arab country shows a rider on a Triumph TR-5 going full clip through the desert.

Darnell explains that in the theme of motorcycling, stamps primarily depict usage, in many cases with the motorcycle as a utility vehicle, such as mail delivery. "Many stamps are express mail or special delivery. After that, it's road racing, but very few stamps depict motocross."

According to Russ, of all the countries which issue motorcycle sports stamps, Mongolia, strangely enough, has the most extensive issue. Included in the Mongolian issue is ice racing, road racing, tourist trophy (TT), as well as motocross; this is in spite of the fact that none of these events ever take place in that country. "Many Communist countries issue stamps like that to acquire hard cash from Westerners," explains Darnell. "Still, some of the Eastern bloc countries have real good motorcycle thematics. For example, one issue from Czechoslovakia commemorates on the ISDT, another the 1955 European Motocross Championships at Molokov."

And of the stamps which fill the "utility" category, besides the usual mail delivery issues, Darnell owns a pair of dubious commemoratives from Nazi Germany. One is a cancelled 1938 Reich issue, depicting Nazi troops in sidecars in recognition of Hitler's light infantry. Another is of a Kittenrad motorcycle halftrack in battle action, cresting a hill, crushing the enemy in its path.

Darnell went on to show that not all motorcycle stamps have motorcycles; some feature those who rode them. One issue from Yemen, is called the "Champions of Motorsport." This series of five stamps has the portraits of such legendary riders as Phil Read, Bill Ivy and Giacomo Agostini. But don't expect to see any stamps with the portraits of Kenny Roberts or Brad Lackey just yet. And when these stamps ever arrive, they won't be coming from the U.S. "In our society," explains Russ, "motorcycles aren't highly regarded. In Europe and other countries they have a horsepower tax because fuel is very costly, so motorcycles are accepted as a legitimate mode of transportation. Here in the U.S., it's just becoming so."

America isn't the only country that ignores motorcycling, continues Russ; there are some countries which have yet to issue any stamps on this theme. Included, are many Scandinavian countries, surprisingly enough Sweden, which has produced many motorcycle racing champions. "But, Torsten Hallman (the 250 World Champion in 1962, '63, '66 and '67) is on a stamp from East Germany," he said.

Like any serious collector, Darnell has managed to acquire his share of rarities. The unperforated pair of 1927 U.S. Special Delivery stamps is one example, Russ points out, but a

(Continued to page 16)

TEN YEARS AGO

With the aid of a little homecourt advantage, CZs finished 1-2 in both motos of the 250cc World Motocross Championship Series round at Holice, Czechoslovakia. **Jiri Churavy** and **Antonin Baborovski** took the honors in the first moto; **Jaroslav Falta** and **Miroslav Halm** in the second. Halm had the best overall score with a 5-2. American Bultaco rider **Jim Pomeroy** finished seventh in moto one and third in the final round.

Many American hotshoes were on hand for a Trans-AMA Qualifier at southern California's Valley Cycle Park. In the 125cc class, as was expected, **Marty Smith** smoked both motos on a Honda. Second and third went to another pair of Elsinore pilots, **Gaylon Mosier** and **Tim Lunde.** In the 250s, Yamaha's old Pro **Pierre Karsmakers** let a pair of seconds earn him the win. Moto winners **Bill Grossi** (Hon) and **Rex Staten** (Hon) failed to back up their wins with top three placings, although Grossi's 1-5 did net him second. In the 500s, **Ken Zahrt** (Bul) and **Jim West** (Hus) finished first and second each time out.

Mike Hannon dropped just one point on his big-bore Bultaco to win an AMA National Enduro in Straddleline Park, Washington. Second overall, two points back, was **Ron Fawcett,** and third overall went to 250cc A rider **Hawley Slayton** on a Penton.

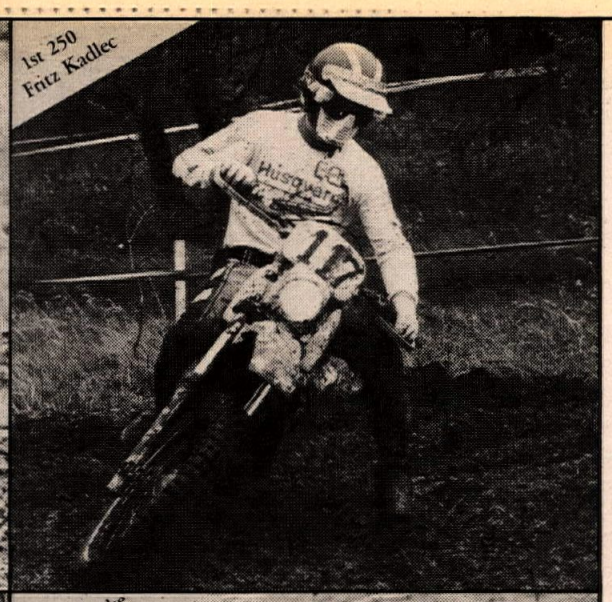
Husky's **Heikki Mikkola** won the 500cc World Motocross Championship Series round held in Gaillefontaine, France. Mikkola won both legs, while Suzuki's **Roger DeCoster** rode to a pair of runner-up finishes, and American **Brad Lackey** tallied four GP points on his Husky by placing eighth and 10th.

Mike Bast extended his Scratch main winning streak in southern California to eight in a row with another week-long sweep of Ventura, Bakersfield, Irwindale and Costa Mesa events.

Five hundred and ninety riders were on hand for a sportsman half mile at the Santa Clara County Fairgrounds in San Jose, California. In the 360cc Expert main event, **Rick Hocking** led wire to wire, followed by **Manuel Daton** and **Steve Eklund.**

The father/son team of **Buddy** and **Mike Parriot** wrestled their Yoshimura Kawasaki around Ontario Motor Speedway for the win in the AFM's premier 300-mile production road race. Second went to the BMW-mounted team of **Reg Pridmore** and **Marty Lunde.**

Honda riders **Bernd Koegler** and **Danny Russell** topped the 125cc Junior class at an AMA D-36 scrambles event at Fremont, California. In the 125cc Experts, **Gordy Seim** was the winner.



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1st Four Stroke-Larry Roeseler Husqvarna 510TE • 2nd 125-Randy Hawkins Husqvarna 125WR • 2nd 250-Jeff Russell Husqvarna 250WR

#1

Four Firsts out of Four Classes is certainly a remarkable achievement for both man and machine in such a grueling 3-Day test. But special congratulations must go to Mark Hyde for showing that *any* size Husqvarna is more than a match for the competition. Mark's '84 125WR features liquid cooling (Just like the 400WR), Enduro travel ITC suspension and legendary Husqvarna reliability. "The power was just where I needed it and it ran just as strong on Sunday as it did on Friday," said Hyde. "The liquid cooling gives me added performance with added reliability. It's an *unbeatable combination.*"

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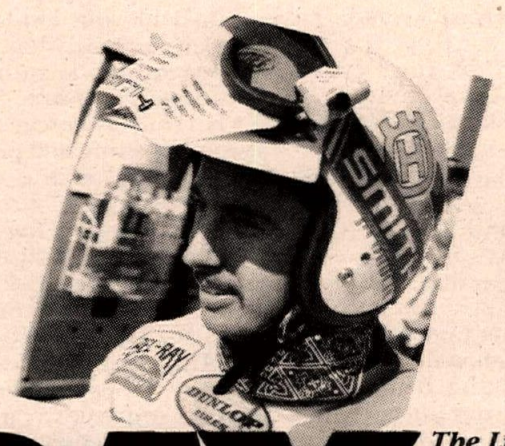

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Russ Darnell (Continued from page 14)

set of post-World War II Italian stamps (which includes a motorcycle issue) is perhaps a better example of what happens when circumstances produce rare and valuable finds.

"After the war," Darnell says, "most of Italy's mail system and railroads were in disarray. So a private company proposed a route which would have used a combination of trains and motorcycles to deliver the mail. This route was going to cover the entire country. The plan was approved by the Italian government, stamps were printed, but it never came to be." Darnell goes on to say that the reason for the collapse of the proposed delivery system remains a mystery. "Some stamps were issued, but most were destroyed."

The result is a five-stamp set which is now worth several hundred dollars. "But," Darnell added quickly, "just because a stamp is rare does not mean that it's expensive. Some stamps are rare, yes, but it doesn't mean that they're worth a fortune. However, given time, their value *will* appreciate, depending on factors which include condition, design, and how many of that stamp are around. It's something which takes experience, knowledge and research."

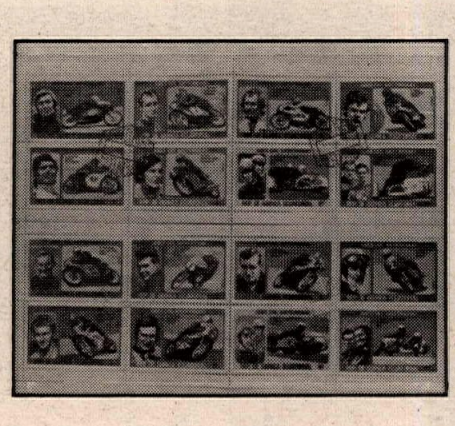
Besides scarce stamps, there are stamp "plate proofs" which are in some cases even rarer. According to Darnell, the plate or artist's proof of a stamp is a test to see how it turns out before it's produced; this is not unlike the pre-production prototype of a motorcycle by a factory. And when the proof is approved, it's destroyed or presented as a gift to government officials and other dignitaries. Therefore, stamp proofs are extremely rare.

Among the proofs that Russ Darnell has in his collection, there's a series of plate proofs from the west African country of Gabon. The five piece set features Harley-Davidson, Kawasaki, Suzuki, Bultaco and Motobecane. Another proof, produced in 1969, is of an early-model Matchless. It came from, of all places, the Congo.

Out of his entire collection, one of Russ' personal favorites is a stamp which was issued by Afars and Issas, a former French possession in northeast Africa (now renamed the Djibouti Republic). Like the Triumph stamp issued from the neighboring country of Yemen, the Afars and Issas stamp is unusual since it shows a rider on a Yamaha YZ sailing over a jump on a motocross track. "It's very well detailed, and the artist apparently had some knowledge of the subject, since it's obviously a 1974 Yamaha YZ 250 with the strap holding down the white gas tank. This is the best motocross stamp issued."

In addition to stamps, Russ has collected a variety of motorcycle related special cancellations and covers which commemorate the sport in many ways. One cancellation, issued at Matra, Italy, commemorates a road race win by the late Jarno Saarinen. As an example of a cover (a special envelope which features a design on its front and is stamped and cancelled at the country or post office of issue), Russ showed off a 1973 Polish commemorative when the World Speedway Finals were held at Cracow.

With such an extensive hobby, Darnell decided to pursue stamps as a business about two years ago. There were more than personal reasons for establishing the Darnell Stamp Company, says Darnell; it was a means to help out others who are also interested in collecting motorcycle stamps. "In fact," Darnell says, "in the specialty of motorcycle stamps, there are even sub-specialties. I know of two collectors who specialize in just Triumphs."



If you think that Russ has gone stamp-crazy, don't worry, because he still teaches motocross schools. He's even signed a new contract with U.S. Suzuki as a sponsor for his classes. The stamp business, he says, is just another venture which he even uses to complement his motocross activities. "Riders have seen my collection and have asked me how to collect motorcycle stamps. Some of them have five or six, but when they see that I have *hundreds*, they get really excited. Stamps are neat!"

At this year's CMC Golden State Series, in addition to giving his classes as prizes, Darnell awarded several stamp collections to Pro class winners, including Johnny O'Mara, Jeff Ward, and Goat Breker. "I've received very favorable responses," states Russ. "In fact, Goat is thinking about adding more stamps to his collection."

To break into the high-cultured world of stamp collecting, Russ Darnell says that you don't have to be rich; stamps don't take up much room; and you don't have to be a scholar to know what you want. All that's required is enthusiasm and a willingness to learn. What you can get in return is a greater appreciation of motorcycling and perhaps even an appreciation in the value of your stamps as well.

Now that you know something about stamps, budding philatelists can find out more by contacting Russ Darnell, c/o Darnell Stamp Co., P.O. Box 910, Alta Loma, CA 91701 (714) 980-4722. An introductory stamp collection, which includes two "maximum" cards (post cards which feature artist's renderings of Pope motorcycles and are stamped with the 1983 Pope stamp) and a selection of motorcycle stamps from around the world, is available for $5.95.

Oh yes: You can find out about future Darnell motocross schools, too. •

The Latest POOP BY PAPA WEALEY

(Continued from page 11)

Seen advertised in a Japanese motorcycle magazine: A minibike with a "Paris-to-Dakar replica" gas tank.

A new AMA rule will penalize Camel Pro Series riders who ignore a black flag, fining them $500 and mandating at least 30 days suspension. The suspension must include the next two dirt track or road racing nationals, depending upon the type of event in which the rider ignored the black flag.

The Dirt Diggers M.C. will be holding their 11th annual Dinosaur TT scrambles on the long track at Perris Raceway, May 20. Dinosaur in this instance refers to machines that run gasoline without lubricants mixed in, and the introduction and expulsion of gasses involved in the combustion process happens through intake and exhaust valves as opposed to ports. Or, to put it another way, four-strokes only. Entry is $14. Sign-up is at 7 a.m., practice at 8 and racing at 9. For information, call 714/895-2030.

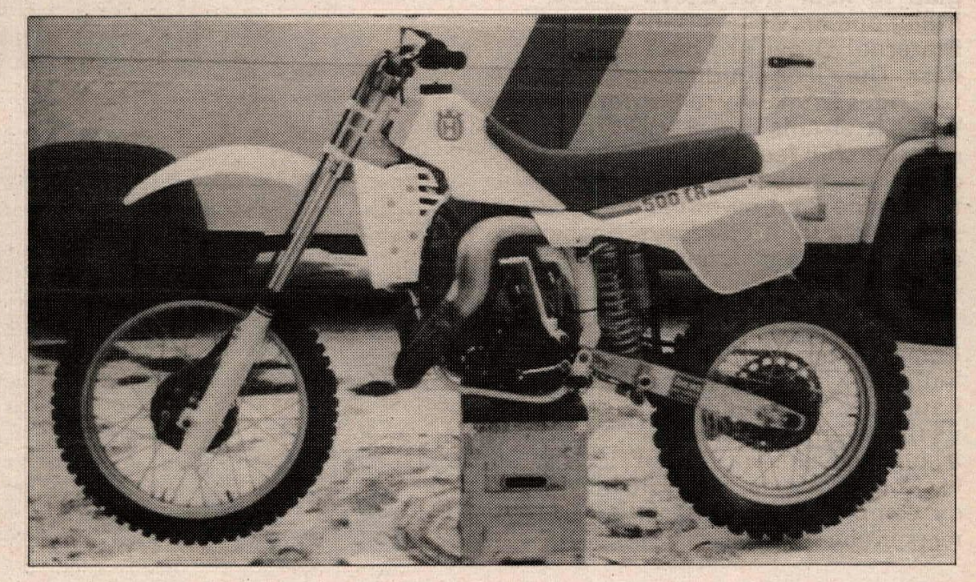
Western/Eastern Roadracing Association official Bill Parkinson announced that the WERA Regional sprint races scheduled for May 19-20 at Oak Hill Raceway in Henderson, Texas, have been cancelled. The cancellation, said Parkinson, was a result of track conditions at Oak Hill and a "concern for rider safety." Area road racers are currently raising money to have the facility repaved.

Who says road racing doesn't pay? The Sears Point Pro-Am road race scheduled for May 19-20 will pay $1575 to the Superbike winner and $640 to the Formula Two winner.

Athletic tape flowed through the Honda pits at the San Jose doubleheader. Not only was Ricky Graham's injured right foot being tended to, but also double winner Bubba Shobert's left ankle. Still in tennis shoes, Shobert twisted the ankle prior to the Saturday night short track.

The May 5-6 NMRA Spring Nationals at New Jersey's Atco Dragway were rained out before eliminations started. The elimination portion of the program has been rescheduled for Friday, October 5, in conjunction with the October 6-7 NMRA U.S. Nationals at the facility.

A little bull lifted from a Sears Point International Raceway press release: Track operations crewman Bart Roberts was working on the Sears Point



These photos are of the works Husqvarna Harry Everts won't be riding during the 1984 500cc World Motocross Championship Series. Everts recently broke his leg and will miss most of the entire season. The new Husky incorporates a new single shock rear suspension system, as well as being water-cooled with dual radiators. Leif Persson will also ride a works CR500, while it is uncertain at this time who will take the place of Everts. Jo Martens is competing on a 250cc single shock version as will Peter Hansson in the 125cc world chase. It is possible single shock water-cooled production Huskys will be available in 1985, along with a water-cooled, four-stroke, single shock machine.

sign by Highway 37 when he attracted the attention of a bull grazing in the area. Seems that the bull was not in an especially pleasant mood, and after noticing Roberts, began to paw the ground and make unfriendly noises. Roberts mooed back. The bull charged. Roberts shimmied up the billboard for safety while the bull took out its frustration on the base of it. At last report Roberts was safe and the billboard remains intact.

The Bureau of Land Management announced some fire season restrictions on land it administers in southern California. Among popular ORV use areas, McCain Valley carries a Stage II designation, which means no open fires or barbeques will be allowed, and a permit will be required for gas stoves. Much of the high desert around Barstow is covered by a Stage I designation, which means permits are required for open fires, but not for gas stoves. Permits are available from BLM offices, BLM rangers or area fire stations. For more specific info, contact the BLM at 714/351-6394.

Motorcycle dealers and other small-business owners will be glad to note that the U.S. Senate passed a bill requiring the president to reconvene the White House Conference on Small Business by September 1986.

If guided trail rides in the Idaho country sound like an ideal escape back from civilization, you may be glad to hear that Steve "Zeke" Miller and his Zeke's Backcountry Fraternal Order are back in business. They'll be conducting guided trail rides from July to September. What it entails is a $100 annual membership fee, plus $25 per day out on the trail. You'll be expected to provide your own machine and supplies, but Miller says he can arrange rentals. Contact him at 208/733-1315.

Long distance wheelie champ Tilson Shumate will be contesting the CMC Canadian/American Supercross Series that begins in Providence, Rhode Island, and runs entirely on the East Coast and Canada. Shumate intends on competing in each of the nine races in the series.

A study by a researcher at Pennsylvania State University has concluded that daytime use of headlights by motorcyclists does not reduce multi-vehicle collisions. The report, by Dr. Andreas Muller, assistant professor of health planning and administration in the University's College of Human Development, studied 20,000 fatal accidents from 1976 through 1981 in 46 states and the District of Columbia. More information is available from Penn State, 312 Old Main Bldg., University Park, PA 16802.

Orange County fans planning on attending the June 2 Miller High Life Superbowl of Motocross might want to consider an alternative form of transportation. Southland Cycles in Garden Grove has chartered two busses for what they call the "Southland Superbus." The busses will leave from and return to Southland Cycle, and on board will be munchies, a keg of beer, and bathroom. The ride up and back, combined with a VIP ticket to the event, costs $30. Contact Tom or Bob at Southland Cycle, 8144 Garden Grove Blvd., Garden Grove, 714/893-5092. •

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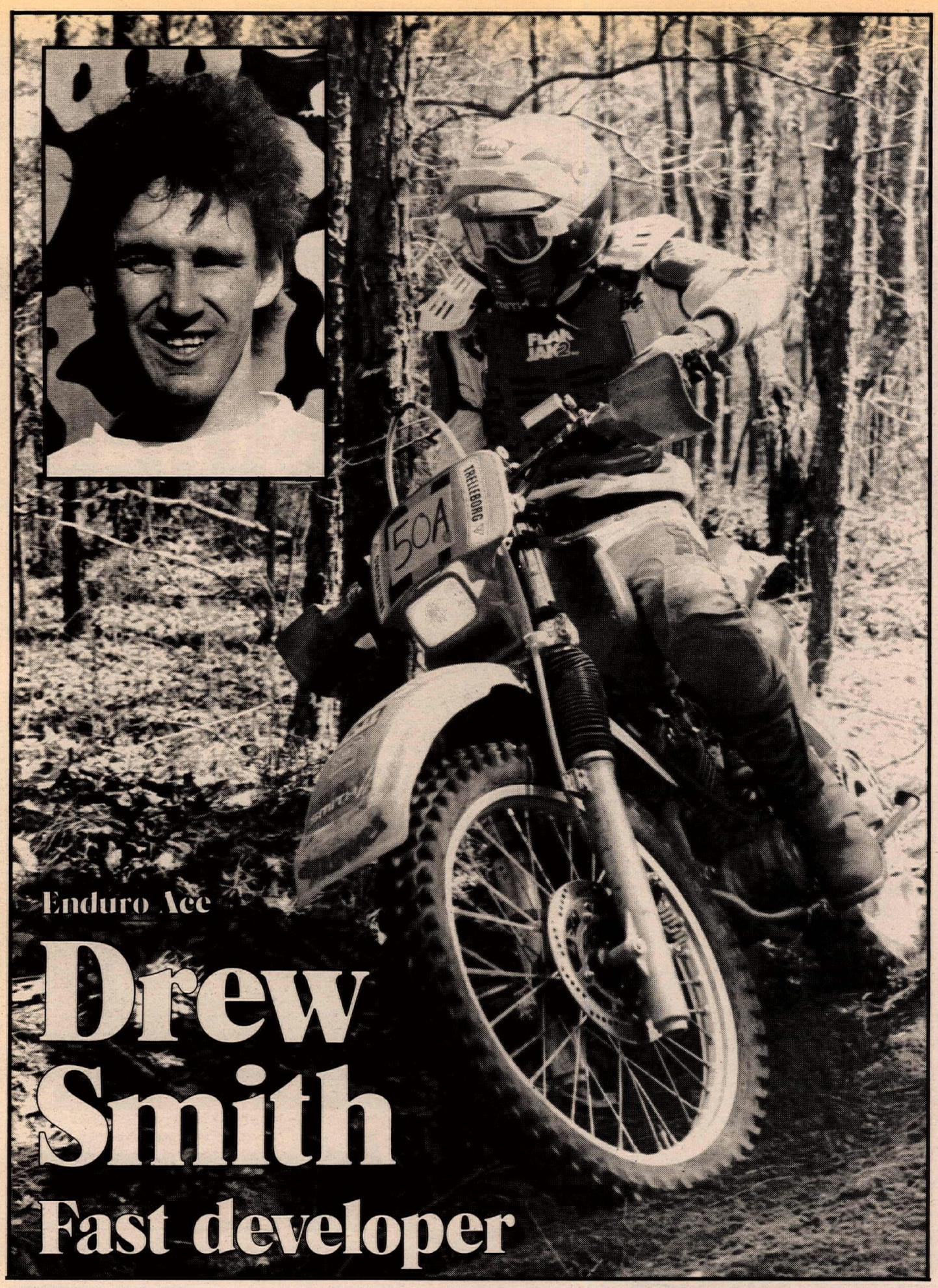

Enduro Ace

Drew Smith

Fast developer

By Tom Kolnowski

Drew Smith, 27, has always been a very determined off-road competitor. Case in point: The 1983 International Six Days Enduro in Builth Wells, Wales. Coping with the challenge of the terrain (characterized by numerous nearly impassable mud bogs) and the rainy weather conditions for six days proved to be enough for most to handle, but Smith was forced to contend with yet more obstacles — four-wheeled ones. While traversing a dirt road on day five, Smith had unavoidable tangles with not one, but two automobiles. He finished the day, sans a footpeg, and went on to earn a silver medal on his Honda XR500.

That's Drew Smith. Always a finisher. Always quick to rebound after a mishap.

But there's another side to the native New Jersey resident — that of an on-again, off-again development rider of off-road machinery. For 1984, Smith is very happy right where he is: As a development rider for Honda, under the guidance and supervision of off-road ace Al Baker, thumping along daily on the four-stroke XR machines.

And no matter what Smith does, he likes to have fun. Lots of it. Be it taking a spin in one of the Porsches he's owned, or simply enjoying the nomadic experience of life on the road between events.

While his association with Baker and Honda has necessitated a move to California, Smith began to leave marks on the eastern off-road scene over a decade ago.

"I never had the drive to excel in any kind of sports in school," Smith began, "but I decided early on I was going to race motorcycles, be good at it, and that was *it*! There was never any question about it, and by the time I was 15 I had gotten pretty good at the racing game, and was the District 6 250cc Hare Scrambles Champion."

Smith admits he was also not a model student in school. "I could never get interested in what was going on in high school, and my mother always had visions of me going on to college. I decided to go on a class trip to Europe, and my mom thought it was a good idea since they were giving college credit for it.

"By the time summer rolled around and the time for the trip was getting closer, I realized that I needed the money back that I paid for the trip for another reason — it was time to start racing bikes again! Mom got all upset when I told her about trying to get the money back. I said, 'Don't worry about it, mom. I'll be *racing* in Europe in another year, or two years at the most.' And I didn't let her down. In 1975, the following year, I rode the ISDE on the Isle of Man.

"I rode a Penton (KTM) in the Isle of Man, but most of my time before that was spent on a Puch. My dad was heavily into racing the off-road stuff, and we had a small bike shop and he sold Puchs. In their stock form the bikes weren't very good, but that's where I sowed the first seeds as a development rider of sorts. I didn't have any connection with the Puch factory, but was always making changes and made their bikes work pretty well. And when your name is Smith, you're a metal worker — it's basically your birthright. My family had a background in the metal working business, and I was never afraid to cut my frames apart and weld them back together, or make exhaust pipes — anything I could do to make the bike better than the factory had. Maybe one out of three, or more like one out of five things actually worked out."

In 1976 and 1977, Smith teamed up with Mike Rosso to form the Hercules off-road effort, and after much success in the ISDE Qualifiers, the pair became instrumental in the formation of the Suzuki enduro team.

"I did some of the very early testing on the first PE175 prototypes that Suzuki brought over," Smith said. "When John Morgan was putting together the enduro team for Suzuki, they picked Mike (Rosso) right away since he had done pretty well in the ISDE in Czechoslovakia in '77. John had a list of riders he was considering for the team, and he went down the list and said to Mike, 'I have this guy, and this guy, and this guy, then I have Drew . . .' But Mike stuck up for me and insisted that John put me on the team because of my performance — I was the 125cc ISDE Qualifier Champion. John took me on.

"I knew John was happy with my performances later on — I came through with some good finishes and I felt I contributed a lot toward improving the bikes," Smith said.

Not only did Smith record many class wins in ISDE Qualifier and National Enduro competition in 1978 and 1979, his campaign aboard a PE250 machine in '79 brought him within a whisper of capturing the National Enduro Championship. The title went to Dick Burleson as it had for the previous five seasons, but Smith made "King Richard" sweat a bit for his sixth crown and finished out the season second overall only seven points off the pace, 231 to 224.

"When I think about chasing Burleson that year," Smith recalls, "I felt I knew enough about riding to maybe pull off the title, but I didn't know enough about really working for a goal like that. I wasn't able to maintain my intensity or drive at the level needed to actually win the championship. It took me half the season to realize there was even a *possibility* I could win the title.

"If I had the skills and the equipment I had back then *now*, I think I would be more worthy as an opponent since I'm a little older and more settled down. I can maintain my concentration on a job much longer now. I just wanted to have a good time back in '79."

Smith capped off 1979 with a gold

medal in the ISDE in West Germany but the start of the 1980 season brought an injured wrist sustained in a riding accident — a nagging injury that severely reduced his impact on the off-road scene for more than a year.

While he didn't compete in as many events during the 1980 season, Smith was kept plenty busy in his full-time position as a development rider/mechanic for the Suzuki enduro team.

He did ride enough ISDE Qualifiers early in the season to qualify for a slot on the U.S. team for the French ISDE. After running at a gold-medal pace in France through the first three days, Smith's ride came to a disappointing end on day four with a destroyed rear hub on his PE250.

By mid-1981, Smith had fully shaken the injuries and was back on the trail of the National Enduro circuit — too late to do any real damage, the title chase narrowed down to Team Husky's Burleson and Terry Cunningham. Granted a position on the U.S. team for the ISDE in Italy —thanks to the controversial injury clause provision — Smith proved he was still able to run heads up with the world's best by collecting yet another gold medal in the 250cc ranks.

But things were not all well at Suzuki. The powers that be decided it was time to abort the entire enduro team effort, and Smith was left high and dry. No ride. No support. No job.

Kawasaki, however, had entered the enduro team game shortly after Suzuki, and was still going at full strength. Smith found a home on the Kawasaki team in early 1982, but never really adapted well to the new colors.

"The Kawasaki deal didn't pan out well for me," Smith said. "I don't think the time and place was right. I started out well that year — after the first two National Enduros I was running at the top of the point standings. I didn't do all that well, but was up there because a few of the other guys had their share of problems and I had some solid high finishes. It seemed to me that would have been the time for Kawasaki to really get behind the effort, make sure all of the equipment was really good, and that I had everything I needed. I don't feel that they did.

"I never could tell if they (Kawasaki) had us out there for winning or if it was more of an image thing. I didn't feel they were squarely behind me, and my attitude went downhill. Generally, it was a poor year for me."

Kawasaki, too, went the way of Suzuki and abandoned the enduro team effort at the end of 1982. "After that, I thought I never had any chance of getting any kind of ride. My bad attitude showed through and I'm not afraid to admit it," Smith said.

But Smith's hiatus from the enduro scene was a relatively short one. "I sat around for a while, but then I said to myself, 'Forget this — I have to *ride*!' I went out and bought a KTM 250 and went to the Sandlapper National Enduro (in South Carolina) early in the (1983) season." He finished a respectable fifth overall.

Shortly thereafter, Smith made his first connections for what would turn into his current position with Honda. "With the help of a good friend of mine who works for Honda, John Frackelton, I was able to get a support package. John talked to the people in market research at Honda, and thanks to Dirk Vandenberg, who worked in the department, they set me up with a couple of four-strokes (XRs) to ride. I rode the ISDE Qualifiers on the bikes, and at the Tennessee Qualifier I met Al Baker. He was also planning on riding all of the events on a four-stroke Honda."

Baker was no stranger to the off-road scene. He made a name for himself as a top desert racer, then later started an accessory company (Al Baker R&D). He was also behind the Mugen motocross effort, and more recently has delved into the four-stroke field. His current project, doing work on the Honda XR series, is basically a research and development effort.

"Al and I are contracted directly to Honda in Japan," Smith said. "With our work on the XRs, we are simply a pair of sub-contractors to the huge company. Al needed someone in his operation that knew the eastern riding style and techniques, and that's where I came in."

Smith consequently qualified for the 1983 ISDE in Wales, and was placed on the U.S. Silver Vase team. But after Team Husqvarna's Terry Cunningham was injured only days before the event, Smith was bumped up to fill Cunningham's spot on the World Trophy team.

"When I heard Terry was hurt, I never thought they would allow a Honda rider to be on an otherwise all-Husky team. I've always tried to do my personal best in whatever I did, and being on the Trophy team was a great honor, but it wasn't the way I wanted to do it. I felt very bad for Terry, but I don't think he has any bad feelings about my taking his slot.

"Actually, I thought we would have had a very good Vase team — Kevin Hines was on it and I feel he was underrated at the time. As it turned out, the Trophy team didn't do any good anyway."

Smith, however, turned in another excellent performance, and brought his Honda in for fifth in the four-stroke class and a silver medal.

Into 1984, Smith's association with Baker and Honda turned into a full-time job, a calling that puts him "on the trail" on a day to day basis, as well as on the starting line for all National Enduros and ISDE Qualifiers.

"We're concentrating on the chassis and suspension on the XR250 at this point. At any one time, I might have 20 different things on the bike I'm testing, and I'll say to myself, 'I have to do this a little different, and this needs to be modified,' but that is all fuel for the fire in the development game. Enduro riding really lends itself well to that type of work.

"How long I do this job depends a lot on how Honda feels about my performance this year. I feel that since I'm a development rider, I'm never satisfied with the way the bikes work, and there's always room for improvement — I'm always complaining about how things work. That's my way of life.

"I'm also not worried about my job, because I'm always going to do it the best way I can. If they (Honda) feel my performance is good, they'll keep me for a while. I feel I have some insight into what is going on in the field, so it's their loss if they decide they don't want me anymore. I'm out here to do my best.

"Working with Al has been a good experience for me. Al is the type of guy that is very intelligent. Some people will only hear what they want to hear, but Al's ears are wide open all the time. I was impressed with the way he did things from the very start. I was fortunate enough to have him think I was intelligent enough to help him."

And if things don't pan out as well, Smith knows where he will be. "I'm not so meager that I have to scrape for a job. During part of the time I was with Kawasaki, and all of 1983, I worked in our family construction business as a pipefitter, and I made a lot of money. Even if I end up going back to that, I still think I'll be riding motorcycles for a long time."

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Fancy colors and low prices won't protect you. When looking for boots, here are some basic tips so you can compare fact from fiction.

How high are the boots? Shorter boots have less leather and therefore, less protection.

Are there rivets in high stress areas? If yes, count how many rivets there are. The more rivets, the more protection against rip outs.

How wide does the boot open? The wider the opening, the easier it is to put on and the better it will fit around your calves. To save on leather usage, some boots have very narrow openings.

How much padding is in the shin area? Some people think that a fancy front plate will stop the pain from those bullets. Also, feel inside the boots the amount of padding around the ankles.

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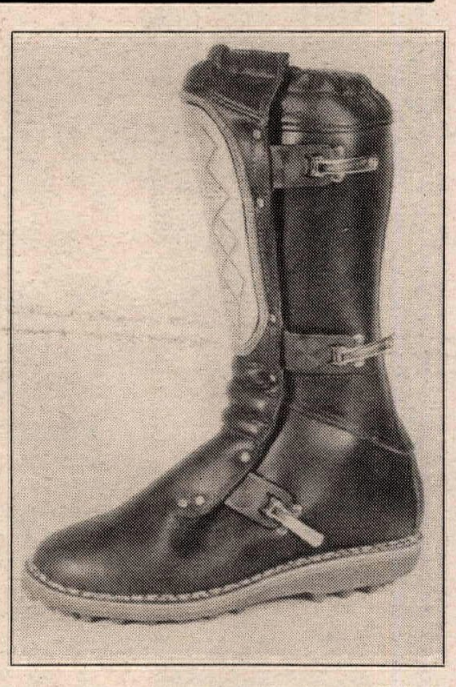
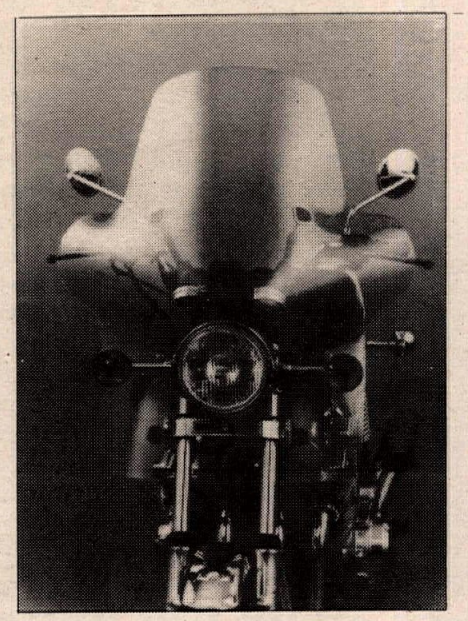
New Products

The Nava 2AC, designating their air control feature, is for the rider who likes wearing a full face helmet yet wants some wind in his face. The new shield ventilation system features air ducted through the shell, upward through the jaw padding, and directly onto the inside of the shield. Special slide venturis then draw the air out again. The amount of air flow is controlled by an adjustable louvered air valve on the front. Since the air flow can be metered to control the temperature of the inside of the helmet, the wearer is more comfortable, on both hot and cold days. This helmet, along with the complete Nava line, is DOT approved. To check out all the special features, see a dealer who carried the Nava helmet line.

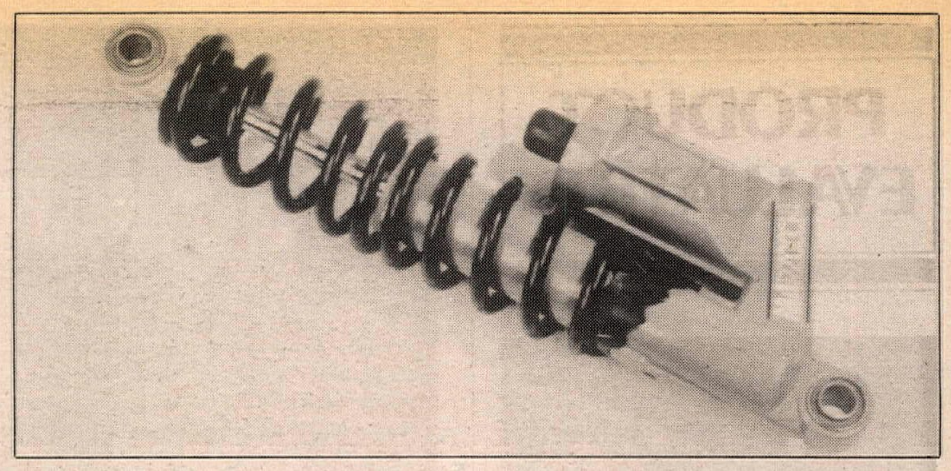


These boots were made for walking — and riding and pushing. Hi-Point ATC/Trail Boots were specially designed with the ATV and trail bike rider in mind. They are shorter and lighter than most MX boots and feature cleated soles for easy walking or pushing in muddy conditions. The soft, thick plastic shin plate offers protection, but won't scratch or gouge fenders, tanks or engine guards. See your Hi-Point Racing Products dealer today for more info.

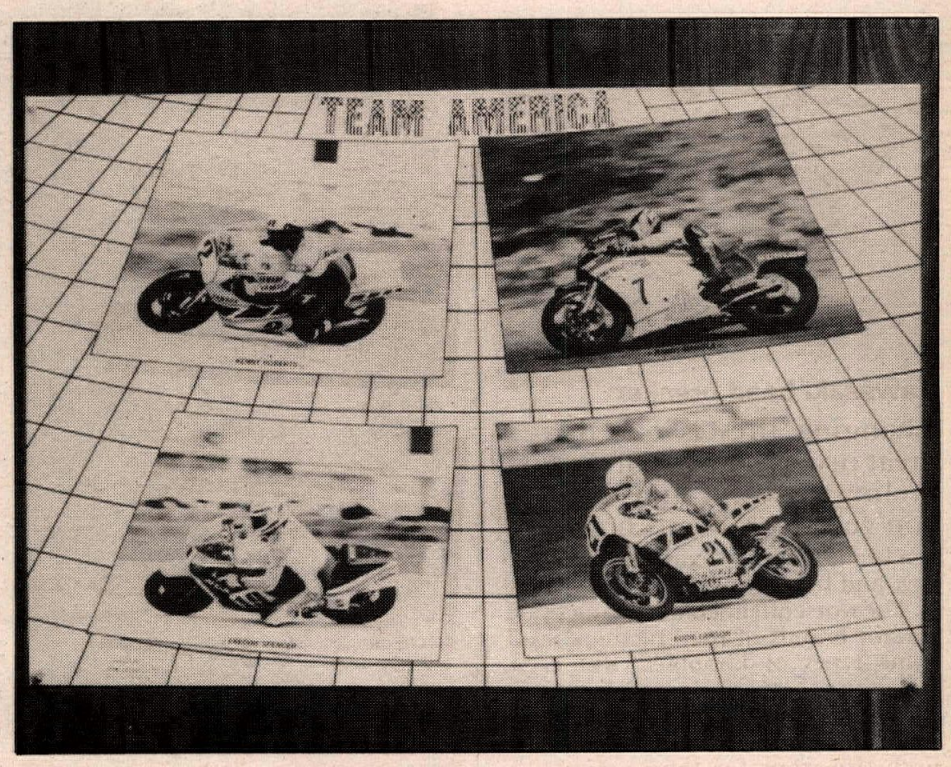
VHT Metal Polish restores brilliance to all plated and polished surfaces. This compound is blended into a soft, full-bodied paste that will lift tarnish and oxidation with a gentle rubbing action. VHT Metal Polish can be buffed to a mirror finish without surface scratches, and it is very economical and easy to use. Regular application will inhibit the formation of hairline cracks and blisters in plated surfaces, which are caused by corrosive influences. See your local dealer.



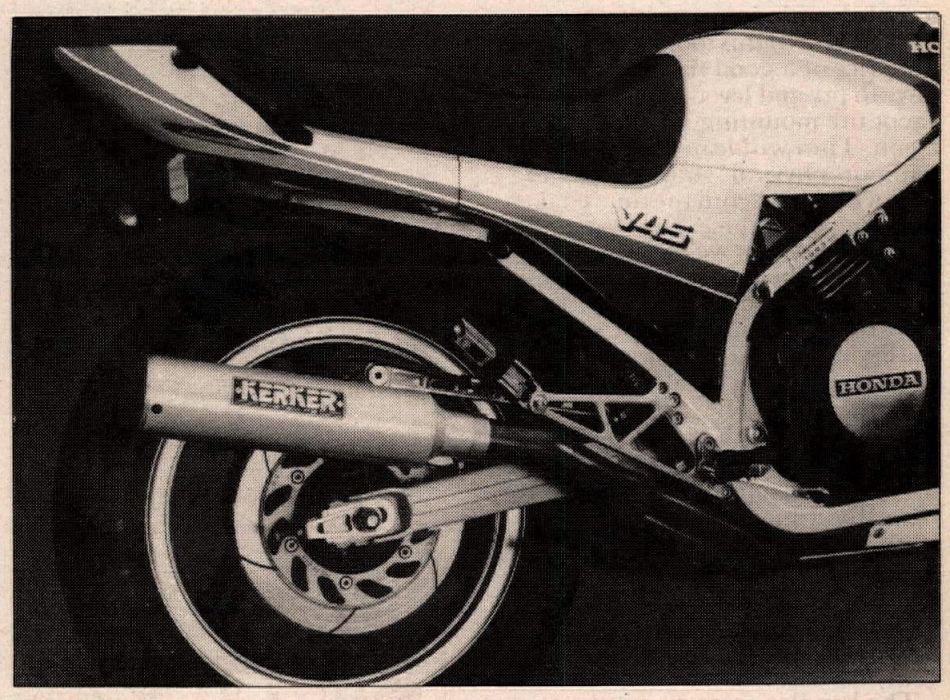
National Cycle, Inc. announces a major advancement in clear fairing technology. The Plexifairing 3LX sets a new standard in motorcycle windscreens. The screen is so mar-resistant, a rubber squeegee can be used when cleaning, without scratching. Impact tests comparing the Plexifairing 3LX to normal windscreens prove this windshield is in a class by itself. A three year replacement warranty against breakage, splitting and cracking is offered, due to National's extreme confidence. The Plexifairing 3LX is available for many popular motorcycles in clear ($229.95) or attractive Solar Tint. ($245.95). For more info contact: National Cycle, Inc., Dept. CN, 2200 Maywood Drive, P.O. Box 158, Maywood, IL 60158-0153. Phone: 312/343-0400.



Marzocchi Strada gas shocks are available for most popular Japanese and European street machines. The shocks feature a lightweight aluminum body with a five-position preload adjuster, modular damping and a gas compensating chamber. The shocks, at $165 per pair, come with length, spring rate and damping tailored to each specific model they are ordered for. A new lifetime, limited warranty guarantees the shocks to the original owner for the life of his motorcycle. Check out your favorite dealer who carries the Cosmopolitan Motors line of accessories.



Here's a nifty road racing poster featuring 500cc World Champion Freddie Spencer, Kenny Roberts, Randy Mamola and Eddie Lawson in action. "Team America" totally dominated 500cc GP racing in 1983. To order your poster send a check or money order for $5.50 ($4 per poster plus $1.50 shipping) to G.P. Products, Dept. CN, 3857 Birch St., Suite 111, Newport Beach, CA 92660.



The Honda Interceptor System K2 exhaust is now available from the number one name in motorcycle exhausts, Kerker. This exhaust delivers a whopping 22% peak horsepower improvement. Running comparable to stock up to 5000 RPM, the Kerker System K2 will blow away the competition from there up, with over 72 horsepower at the top end. The four-into-two System K2 features two lightweight aluminum silencers. The design maintains stock side-and center-stands and the excellent ground clearance and almost 10 pounds weight savings make this system the perfect match for this popular Honda cycle. Available for immediate shipment. Call Kerker at 1-800/423-5246 (in California, 1-800/382-3689), or write Kerker, Dept CN, 7900 Deering Ave., Canoga Park, CA 91304. ●

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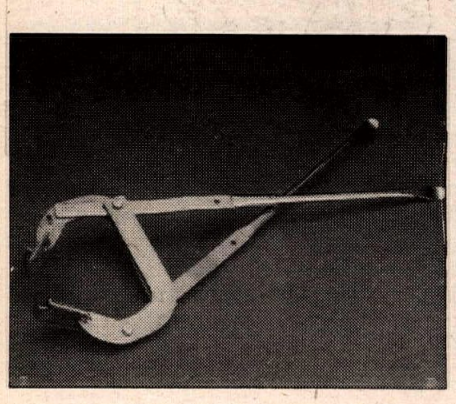

Kawasaki bead breaker

Changing tires is one of the great necessary evils of motorcycling. It isn't fun, and if you've got problems breaking the bead, it can be exasperating, tiring, and frustrating.

The worst offenders are racing tires, certain brands of road racing slicks, some types of knobbies. But even street tires, especially tubeless tires found on stock Honda rims, can thwart the best efforts of three men with tire irons for long periods of time.

The alternative has been a tire changing machine, not something normally parked in an enthusiast's garage. Enter the Kawasaki bead breaker, part number 57001-1072.

If you change tires, if you have ever wrestled with or cursed at a stuck bead, you need this tool. For less than the price of a good tire, you'll never have to pry and lever and scream and shoot tire mounting lube all around again. Tires will leap off their beads without physical strain; changing tires will take a tenth the time it takes without one of these.

If it sounds like we're enthusiastic, we are. But then, to fully understand why, you would have had to have been there the time it kept raining and drying out and raining and drying out during a long endurance race — the one where one of our staffers didn't have enough spare wheels and didn't have a bead breaker.

We've used one for a year now. It's basically a giant set of pliers with leather-padded claws. One claw sits on the rim; the other grabs the tire on the opposite side. One squeeze and the tire is popped off the bead. Flip the wheel over and the other bead is easily loosened.

The handles come apart, the rear section of each handle snapping into place. When the handles are removed, they can be used as tire irons, although we don't especially like the way they're shaped. (We prefer giant tire irons sold by Moto Race, available from dealers for $8.95 each.)

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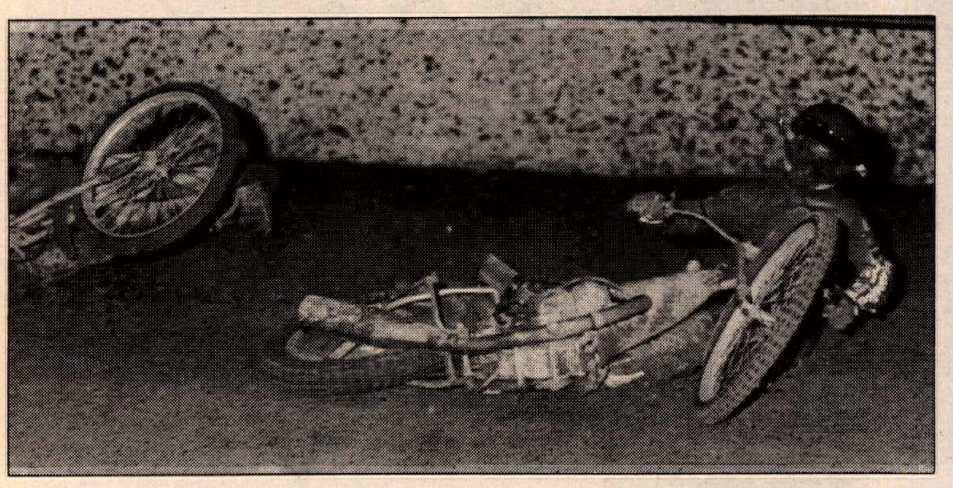
SPEEDWAY WEEK

PHOTOS BY SCOTT DALOISIO

(Above) Moose Kennedy and Pat Cain go their ways at Costa Mesa. (Below) Jim Lawson and Mike Curoso try for stolen bases at San Berdoo.



Moran keeps it running for Costa Mesa win

By Scott Daloisio

COSTA MESA, CA, MAY 11

The "Wizard of Balance," Kelly Moran, came from the number two starting slot to dust the field in the Scratch main on *Cycle News* Night at the Orange County Fairgrounds Friday.

Moran (STP/Oakley/Arai Godd), who has been plagued by motor problems during the mains throughout the season, seemed to have the same problem in the Handicap main but he had it all dialed in when he rolled onto the track for the Scratch finale. As the tapes flew up the world-class rider emerged first from the gate over Mike Faria, Wednesday-night winner John Sandona and Buddy Robinson, who is being heavily recruited by the DevAir Exeter Falcons of the British League. The order stayed the same the entire distance, giving Moran a clean and very popular sweep with the fans on the Scratch side of the program. The win was Moran's second of the season at Costa Mesa.

Another Costa Mesa crowd favorite, "Dangerous Dubb" Ferrell jockeyed the factory Jawa to the gold in the Handicap main after coming off the 40-yard line. Dennis Briggs, hoping to repeat his Wednesday performance, jumped out to the early lead from the 20 over Craig Schaefer and Ferrell (Arai/Vera's/STP Jaw). Moran, coming all the way from the 50, had motor problems on the start. "We backed off the timing and I thought that was the cause of the problem at first but then it started running fine. I really don't know what was wrong." Whatever the problem, it prevented the National Champion from possibly winning both mains.

Ferrell took Schaefer on the opener and quickly hunted down Briggs. He hounded Briggs until the third revolution, when he made the pass that put him into the lead for keeps. Alan Christian quickly followed Ferrell by Briggs and had second in the bag until he highsided in the first bend on the final circuit, forcing Moran to also lay it down. Ferrenl took the win with the reshuffled field finishing with Sterling Cogar in second and Schaefer in third.

"Radical" Bob Ott (Wes) destroyed the field to win his first Costa Mesa Second Division main of the season. After having no problem in taking the win from the 10 in his heat, Ott did likewise in the main and took the win by seven lengths over Jeff Springman and Randy Blevins.

The usual Third Division "massacre" went to smooth-riding Donnie McCusker (Wes) who won both his heat and the main from the zero. Paul Lane took second with Ventura local Walt Farnum in third. Promoter Harry Oxley breathed a sigh of relief when the final Third Division checkered flag fell and he realized that somehow there had been no human sacrifices.

Results

SCRATCH MAIN: 1. Kelly Moran (Godd); 2. Mike Faria (Wes); 3. John Sandona (Wes); 4. Buddy Robinson (Jaw).

HANDICAP: 1. Dubb Ferrell (Jaw); 2. Sterling Cogar (Jaw); 3. Craig Schaefer (Jaw); 4. Dennis Briggs (Godd); 5. Kelly Moran (Godd); 6. Alan Christian (Godd).

SECOND DIV: 1. Bob Ott (Wes); 2. Jeff Springman (Wes); 3. Randy Blevins (Godd); 4. Wayne Leutz (Wes); 5. Moose Kennedy (Jaw); 6. Mark Weaver (Godd).

THIRD DIV: 1. Donnie McCusker (Wes); 2. Paul Lane (Wes); 3. Walt Farnum (Jaw); 4. John Mazzacane (Mae); 5. Doug Greyson (Jaw); 6. Ken Bidney (Jaw).

MATCH RACE: Mike Faria (Wes) def. Kelly Moran (Godd).

Faria, Yarrow best Baylands

By Ronnie Allyn

FREMONT, CA, MAY 10

Dave Faria Jr. jumped out of the starting gate first and never looked back as he sped to his first Scratch main event win of the year at Baylands Raceway Park.

The second night of AMA Speedway racing on the Baylands one-seventh-mile oval was much better for the 28-year-old rider than opening night was. He was leading the opening night Scratch final until the final turn when he slipped out and let Tom Ferris past for the win.

This time Faria made certain that his Oakley-sponsored Jawa would be first across the finish line, as he led wire to wire to take the victory over the night's high-dollar winner, Duane Yarrow aboard the Snooky Owen Weslake. Marc Prince on a Jawa was third and Mike Parsons was last after falling off on the opening lap.

Up until the Scratch final, Yarrow had gone undefeated in the night's racing. He went under Robert "Kid" Curry on the second lap of the Handicap final, and went on to win on his Weslake, with Curry second, and Paul Orlandi third. Price was fourth and Pat Linn took fifth, while Mike Parsons took a tumble on the opening lap and was out of action for the rest of the race.

Near disaster struck in the Handicap Consolation when second-running Charlie Haines bounced the crash wall coming off the fourth corner and came back across the track, triggering a five-rider crash on the front straightaway. Knocked off in the melee were Steve Martin, John Volk, Rocky Robinson and Dennis Davis. Davis appeared to come out the worse, with a possible collarbone or shoulder injury. Mark Dragony, the only rider not in the mix-up, came back to win on the restart.

Hometown rider Scot Nelson rode his Contractors Equipment Inc. Jawa to victory in the Second Division final over Jeff Brown and Johnny Vaughn. The Third Division main saw AMA Class C rider Billy Scott ride the Agness Leathers/Simpson Sports/Oilzall Jawa to victory from the 20-yard line, over another former flat tracker Ron Arlt and first nighter Kenny Wellingfald.

Results

SCRATCH MAIN: 1. Dave Faria Jr. (Jaw); 2. Duane Yarrow (Wes); 3. Marc Price (Jaw); 4. Mike Parsons (Jaw).

HANDICAP MAIN: 1. Duane Yarrow (Wes); 2. Robert "Kid" Curry (Jaw); 3. Paul Orlandi (Wes); 4. Marc Prince (Jaw); 5. Pat Linn (Wes); 6. Mike Parsons (Jaw).

SEC DIV: 1. Scot Nelson (Jaw); 2. Jeff Brown (Jaw); 3. Johnny Vaughn (Jaw); 4. Perry Sherman (Jaw); 5. Mark Zeiggler (Jaw).

THIRD DIV: 1. Billy Scott (Jaw); 2. Ron Arlt (Jaw); 3. Kenny Wellingfeld (Jaw); 4. John Hagerty (Jaw); 5. Mark Day (Kaw); 6. Scott McNeil (Jaw).

Sandona stars at IMS

By Scott Daloisio

SAN BERNARDINO, CA, MAY 9

Popular local rider John Sandona held a star-studded field at bay to capture his first Scratch main of the season at John LaDouceur's Inland Motorcycle Speedway.

Sandona (Team Tamm/Arai/Moto-Pro Lubricants/Malcolm Smith/Oakley/Circle Industries Wes), who has been one of the hottest riders of the season at IMS, came out of the gate in second spot behind Alan Christian. It didn't stay that way for long as Sandona breezed by on the inside in turn one. Christian, using the edge of the cushion, continually pulled alongside Sandona in the corners in the battle for the top spot, with Kelly Moran and Buddy Robinson dueling for third one length back. Even though Christian was able to pull even in the corners, Sandona was able to outdrag him on the chutes and he took the win in a wheelie by one length. Moran finished a close third just ahead of Robinson.

"Boy, I needed that. The house payment is due," exclaimed an elated Dennis Briggs (Oakley/Tricks by Windy Godd) after taking his first IMS Handicap main of the season. After winning both his heat and semi from the 10, Briggs outraced Cary Faas and Kurt Strommer on the start of the main. He fought off a determined Faas over the first three laps and then had it easy the remainder of the way as Strommer, Faas, Robinson, Mike Mazzacane and Kelly Moran had a battle royale for second. As the dust cleared it was Strommer coming across the line behind Briggs, followed by Robinson and Mazzacane.

Expectant father Mark Weaver (Jones Goggles/Kal-Gard Godd) rode a smooth race from the 20 to win both his heat and the main in Second Division. Weaver chased Bentley Barrett, who was setting an extremely fast pace, until the end of lap four when he moved into the point position. Weaver's good friend Pat Cain inherited second when Barrett went wide in the final corner. Ronnie Correy took third with Weaver's brother-in-law Randy Bennett fourth and Barrett fifth.

Impressive Rich Sweaney (Jaw) led the entire distance to take the win in the Third Division main. Sweaney was chased across the line by two other fine-looking prospects, Dennis Hall and Don Butler.

Guess who won the Junior Speedway main event? That's right, as usual it was smooth-riding Jessee Finch taking the win all the way from the 40-yard line. Finch passed Charlie Kolander late in the race for the lead and eventual win. Kolander hung on for second with Jordan Duncan third.

IMS favorite Mike Faria was forced to sit out tonight's action after he sliced his finger with a razor blade while cutting a tire before the races.

Results

SCRATCH MAIN: 1. John Sandona (Wes); 2. Alan Christian (Godd); 3. Kelly Moran (Godd); 4. Buddy Robinson (Jaw).

HANDICAP: 1. Dennis Briggs (Godd); 2. Kurt Strommer (Wes); 3. Buddy Robinson (Jaw); 4. Mike Mazzacane (Jaw); 5. Kelly Moran (Godd); 6. Cary Faas (Wes).

SEC DIV: 1. Mark Weaver (Godd); 2. Pat Cain (Jaw); 3. Ronnie Correy (Jaw); 4. Randy Bennett (Godd); 5. Bentley Barrett (Jaw); 6. Artie Nay (Wes).

THIRD DIV: 1. Rich Sweaney (Jaw); 2. Dennis Hall (Wes); 3. Don Butler (Jaw); 4. Rex Smith (Jaw); 5. Mark Rotondo (Jaw); 6. Donnie McCusker (Wes).

JR: 1. Jessee Finch; 2. Charlie Kolander; 3. Jordan Duncan; 4. Gijo Dowd; 5. Tim Gewecke; 6. Scott Correy.

Faria ties Ventura track record

By Bill Locey

VENTURA, CA, MAY 8

Mike Faria tied the Ventura Raceway track record by winning the Scratch main for the fifth straight week. That puts him in the high-rent district with a couple of guys named Mike Bast and Alan Christian.

Kurt Strommer, in a dashing display of variety on wheels, became the sixth different rider to win the Handicap main this year.

Strommer won his heat without problem especially after those in front of him ran the wrong gearing, and consequently went too slow. After knocking new guy Larry Willey out of the way and onto his wallet, Strommer kept the others behind him to win his semi off the 20. Meanwhile, Andy Northrup was also unbeaten in two tries to qualify for the main.

In the main, Tim McCasland fell around turn three and Faria and Ed Castro just missed him. A few laps later, Strommer caught low-yardage rider Joe Kreisberg, passed him, and won by about five lengths. Northrup was second.

In Scratch racing, after Faria, McCasland and Buddy Robinson won heats, young Bob Ott not only bottled up Castro for four laps but even last-turned Bobby McLain to win the final heat.

In his semi, Ott pulled a trick no one had seen before. While chasing Northrup, Ott was flying on the outside when he fell around turn three and landed on his backside; but then he amazingly *bounced back up*, regained control, and kept going. Ott lost his transfer, but won the crowd.

Everyone was feeling antsy for the other semi. Even Faria stretched the tapes anticipating the start. McLain stretched too far, broke the tapes, and was excluded. Faria took the three-man go. The main was history by turn two as Faria got the best start and cruised into the record books.

In Second Division racing, Jeff Springman proved to be too good for the 10-yard-line as he won his heat and the main, thoroughly enjoying his Ventura debut. Springman's win spoiled life for Rich Sweaney who was second in the main, thus ending his streak of three straight trophies.

In the Third Division Main, 10-yard-line rider Jeff Jones started on the pole on the zero, and since no one complained until afterwards, led the main without much problem, until the last half lap when he blew it and local Jim Peery nearly caught him at the line.

Results

SCRATCH MAIN: 1. Mike Faria; 2. Andy Northrup; 3. Mike Curoso; 4. Jim Lawson.

HANDICAP MAIN: 1. Kurt Strommer; 2. Andy Northrup; 3. Ed Castro; 4. Joe Kreisberg; 5. Mike Faria; 6. Tim McCasland.

SEC DIV MAIN: 1. Jeff Springman; 2. Rich Sweaney; 3. Mark Weaver; 4. Doug Benjamin; 5. Wayne Leutz; 6. Eddie Marshall.

THIRD DIV MAIN: 1. Jeff Jones; 2. Jim Peery; 3. Bobby Tocco; 4. Paul Lane; 5. Doug Greyson; 6. Glen Bowers.

MATCH RACE: 1. Buddy Robinson def. Ed Castro.

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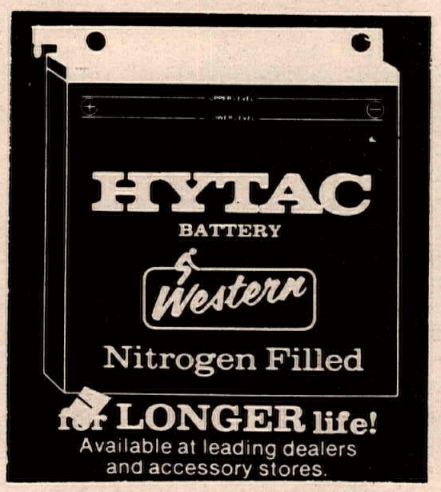

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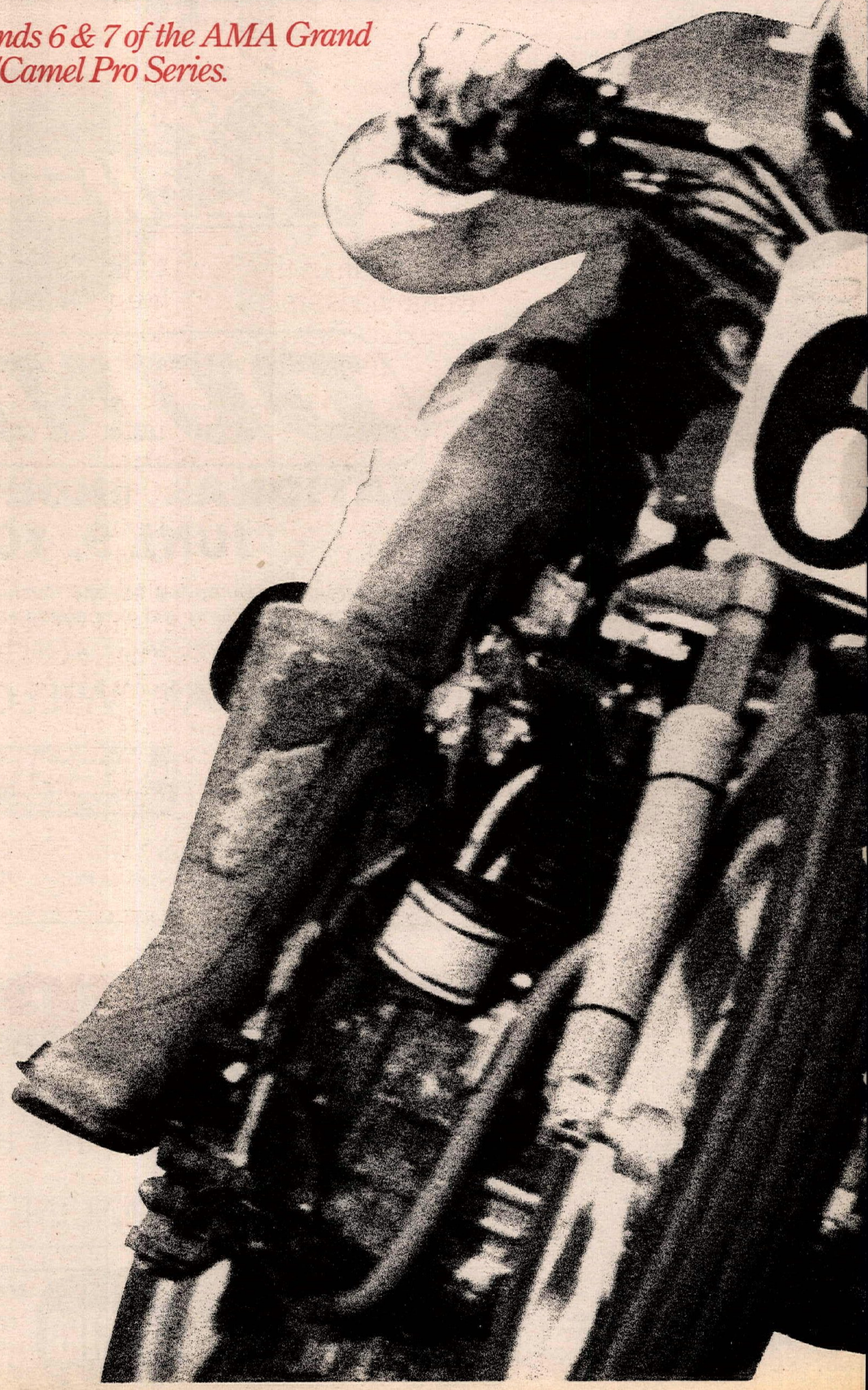
Bubba Shobert wins Rounds 6 & 7 of the AMA Grand National Championship/Camel Pro Series.



ALWAYS WEAR A HELMET AND EYE PROTECTION. © 1984 American Honda Motor Co., Inc.

OWS SAN JOSE THE SHORT OF IT.

Sometimes the Santa Clara County Fairgrounds are used for livestock exhibitions. Team Honda's Bubba Shobert has proved they're perfect for a different kind of show.

On Saturday, May 5, he demonstrated that his Honda XR500-based short tracker was best in show. As its exclusive Radial Four-Valve Combustion chamber (RFVC™) supplied the power for a dominating victory in the San Jose National Short Track.

On Sunday, May 6, he rode his Honda RS750 to a convincing win in the San Jose Mile. Proving that Honda V-twin technology has the power that wins, on track or off.

Both of Bubba's mounts were meticulously prepared for the contests by mechanics Skip Eaken and Denis Jones. Tuners who know what it takes to consistently win.

In fact, Honda dirt trackers have won five of the six Nationals run this year.

And that's a record anyone would be proud to show-off.

HONDA

FOLLOW THE LEADER

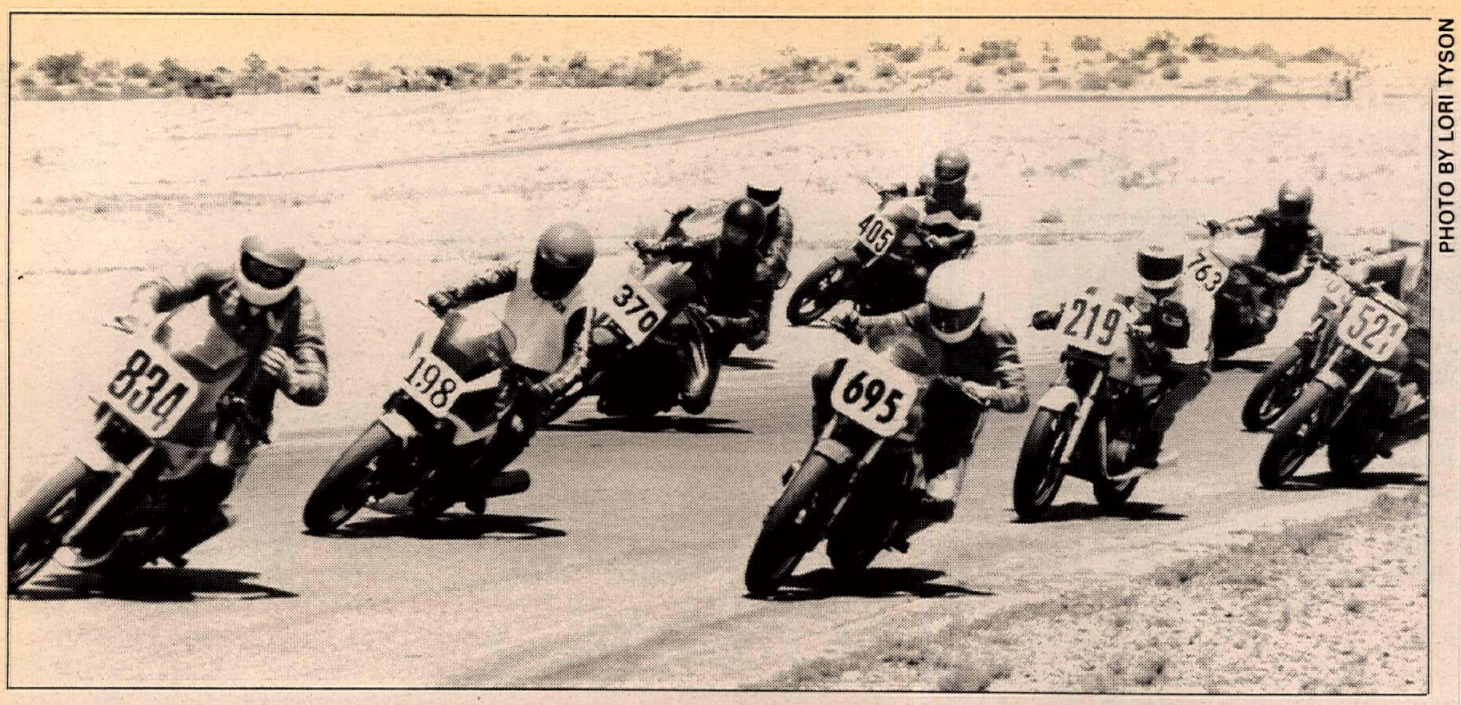


PHOTO BY LORI TYSON

The start of Willow Springs' 600cc Box Stock class was a bit tight. Yamaha pilot Scott Johnson won.

PHOTO BY DIANE BELL

A Yamaha rider sails off one of the Sweetheart jumps.

Vreeke does it again at Willow

By Lori Tyson

ROSAMOND, CA, MAY 6

Jim Vreeke took his third straight victory in the Willow Springs/American Road Racing Association Superbike Series. "I did it again, huh?" said the Ontario Moto-tech/ND/Arai-sponsored rider casually. "I just wish I had more horsepower."

Suzuki-mounted Jay Tanner led off the line, but by the second lap, Vreeke had taken the lead. Despite the efforts of Tanner, Vreeke held the top spot the remainder of the race. "I'll get him next time," said Tanner afterwards, "The bike started to slide out in turn four and that's when he was able to pull away from me."

Seaweed Kawasaki's Earl Roloff, piloting his Production 750 GPz with Dunlop Elite street tires, challenged Tanner for second, but had to settle for a third-place finish. "I'll have my real bike next time and I'll beat him," stated Roloff. Fourth place was hard-fought by Larry Shorts, who made up lots of time after a bad start, Chris Mencher, Temple City Kawasaki's Bob Reinen, Jeff Tuttobene and 500cc Honda-mounted Frank Mazur. They finished very closely in that order.

Reinen won the 750cc Production race after being stalked by Roloff for eight laps. Just as Roloff prepared to make his move in the last lap, his machine's bottom end went south, making Reinen a happy winner. Westlake Suzuki's Chris Crowell, Marty Sharpe, Jeff Gehrs and Kopecky Corporation's Kenny Kopecky diced for third, and, with Roloff out, the prize was sweetened to the second place trophy. Crowell took it over Sharpe.

One of the most exciting races of the day was the 600cc Production Trophy Dash. When 47 riders signed up for the 600cc Production class, race promoter Earl Smith, always concerned for the safety of his riders, decided to divide it into two races, with the top six from each having a chance for the trophy in a four-lap dash at the end of the day. Chris McNellis led off the line followed by Scott Johnson, Kopecky, Roloff, Tony Mathews and Gary Tatsumi. By lap two Johnson grabbed the lead. Just as Roloff took the lead exiting turn two, he missed a shift entering turn three and drove off the track. By the time he rejoined the race, he was dead last. But he dazzled everyone as he worked his way to fifth place in half a lap, and kept up a blistering pace to retake the lead in turn three of the fourth and final lap, leaving leaders Johnson and Kopecky stunned. Roloff took the win by less than a wheel over Johnson, with Kopecky close behind in third.

Results

F2: 1. Steve Biganski (Yam); 2. Bob DeWitt (Yam); 3. James Henderson (Yam).
600 SS: 1. Earl Roloff (Kaw); 2. Frank Mazur (Hon); 3. Hesh Bohrer (Yam).
600 BOX STK: 1. Scott Johnson (Yam); 2. Gary Tatsumi (Suz); 3. Kenny Kopecky (Kaw).
250 SS: 1. Frank Callinicos (Hon).
F3: 1. Bob Cobb (Hon); 2. Andrew Leisner (Hon).
TWINS: 1. Fred Eiker (Nor); 2. Jim Schmidt (Nor); 3. Bill Fennessy (Yam).
750 BOX STK: 1. Martin Sharpe (Suz); 2. Chris Crowell (Suz); 3. Jeff Gehrs (Suz).
OPEN BOX STK: 1. Steve Brousseau; 2. Danny Farnsworth (Hon).
750 SUPERBIKE: 1. Jim Vreeke (Kaw); 2. Jay Tanner (Suz); 3. Earl Roloff (Kaw).
500 SINGLES: 1. Doug McIntosh; 2. Eric Anson; 3. Trevor Dunne.
450 PROD: 1. Steve Dilallo (Yam); 2. Bruce Mengels (Yam); 3. Paul Banitch.
OPEN SS: 1. Bob Reinen (Kaw); 2. Kevin Bracken (Duc); 3. Joe Solis.
F1: 1. Steve Biganski (Yam); 2. Chris Mencher (Kaw); 3. Tom Chastain (Bim).
600 PROD #1: 1. Marty Vogel (Kaw); 2. Chris McNellis (Kaw); 3. Gary Tatsumi (Suz).
600 PROD #2: 1. Earl Roloff (Kaw); 2. Kenny Kopecky (Kaw); 3. Scott Johnson (Yam).
600 PROD TROPHY DASH: 1. Earl Roloff (Kaw); 2. Scott Johnson (Yam); 3. Kenny Kopecky (Kaw); 4. Marty Vogel (Kaw); 5. Tony Mathews; 6. Gary Tatsumi (Suz).
450 SS: 1. Richard Davis; 2. Steve Dilallo (Yam); 3. Kirby Real (Yam).
750 PROD: 1. Bob Reinen (Kaw); 2. Chris Crowell (Suz); 3. Marty Sharpe (Suz).
OPEN PROD: 1. Bill Cain; 2. Joe Solis; 3. Eric VanMarter.
CLASSIC: 1. Fred Eiker (Nor); 2. Jim Schmidt (Nor); 3. Eric Dodd (Nor).
VINTAGE: 1. Don Vesco (Manx); 2. Bill Burdett (Nor); 3. Nigel Gale (Tri).

Schneider super at CMC Ascot MX

By Tom Corley

GARDENA, CA, APR. 25

In Continental Motosport Club's Ascot MX, the largest turnout was for the 125cc Novice class with two divisions. An impressive showing there was turned in by Marty Schneider, who swept both rounds for the second division honors.

Schneider shot to the lead at the start of the first moto. Frank Lathrop, Rodney Griffin, and Mark Burns followed. Right after the crash wall section, Burns moved Griffin back while Lathrop faded back to fifth. Burns was now the runner-up, but moving up rapidly was Robert Fleisher who passed everyone but Schneider and Burns. Fleisher was up to second when Burns attempted to pass Schneider and slid out. However, Burns soon regained second place when Fleisher dropped back to sixth. Schneider had the clean win over Burns, Griffin, John Contreras and Lathrop.

Schneider proved to be the quickest off the line again in the final round. Fleisher ran strong this time in second and Griffin held down third place till Burns got by. It soon became a three-man contest as Schneider, Fleisher and Burns were all within striking distance. Burns made one last stab at Fleisher as they approached the finish line, but fell. Picking his bike up in a hurry Burns still took third place. Fourth went to Griffin with Contreras taking fifth. Overall it was Schneider (1-1), Burns (2-3), Griffin (3-4), Fleisher (6-2) and Contreras (4-5).

Randy Meniglan took the lead in the opening round of the 125cc Novice division one contest. Shawn Campbell and Greg Taylor followed. Taylor soon lost third to Howard Mannes to pass over the triple jumps. Campbell continued to follow the leader Meniglan but couldn't swing the pass. Mannes was third over Taylor and Jeff Nissen.

Meniglan took the final moto holeshot. Mannes was in second just ahead of Campbell. Sacrificing everything, Meniglan dropped out. Mannes managed the moto win over Campbell, David Dymond, Taylor and David McCoy. Mannes took the class win over Campbell and Taylor. Mannes captured the overall with a 3-1 tally. Campbell likewise had four points with a 2-2 tally but took second overall as the final moto score made the difference. Taylor had a pair of fourths for third overall. McCoy captured fourth over Meniglan who took a hard luck 1-10 score.

Results

80 NOV: 1. Rusty Somers (Kaw); 2. Charlie Brown (Hon); 3. Justin Souza (Hon).
80 NOV #2: 1. Aaron Madrid (Suz); 2. Demetri Kallios; 3. Val Rael (Kaw).
80 JR: 1. Shiloh Tate (Kaw); 2. Kevin Bussey (Yam); 3. Brian Ashbrook (Kaw).
80 INT: 1. Tony Fuller (Yam); 2. David Wodaszewski (Kaw).
80 EX: 1. Nicky Pounds (Suz).
125 NOV #1: 1. Howard Mannes (Yam); 2. Shawn Campbell (Hon); 3. Greg Taylor (Yam).
125 NOV #2: 1. Marty Schneider (Suz); 2. Mark Burns (Yam); 3. Rodney Griffin (Yam).
125 JR: 1. David Graff (Hon); 2. Danny Barnett (KTM); 3. Scott McDonough (Kaw).
125 INT: 1. Mike Fedorow (Kaw); 2. Tim Rutherford (Kaw); 3. Mike Hughes (Suz).
125 PRO: 1. Craig Cable (Hon); 2. Tracy Meeks (Hon); 3. Ron Turner (Cag).
250 NOV: 1. Mark Anderson (Kaw); 2. Robert Johnson (Hon); 3. Rob Leeson (Yam).
250 JR: 1. Tony Magallanes (Yam); 2. John Jelsma (Yam); 3. Ron Rosegard (KTM).
250 INT: 1. Juan Posca (Yam); 2. Tom Watanabe (Hon); 3. Rod Hamby (Yam).
250 PRO: 1. Ron Turner (Cag); 2. Craig Cable (Hon); 3. Todd Peterson (Hon).
500 NOV: 1. Robert Johnson (Hon); 2. John Bliss (Mai); 3. Steve Fisher (Hon).
500 JR: 1. George Collins (Hon); 2. Mark Storr (Hon); 3. Ron Bunn (Hon).
500 INT: 1. Michael Overby (Hon); 2. Kelly Owen (Yam); 3. Carl Gazafy (Hon).
500 PRO: 1. Todd Peterson (Hon); 2. Craig Cable (Hon); 3. Rick Atkins (Suz).
VET SPORTSMAN: 1. Mike Boal (Cag); 2. Steve Henderson (Hon); 3. Gabor Kopeczibocz (Hon).
VET MASTER: 1. Carl Gazafy (Hon).
OT SPORTSMAN: 1. Mike McMillen (Hon); 2. Paul Burton (Suz); 3. Howard Davis (Suz).

Brooks unbeatable at DeAnza MX

By Michael Gillies

SUNNYMEAD, CA, MAY 6

Yamaha mounted Mike Brooks combined two fine rides today in DeAnza's Mini Novice class to come away with the first place trophy. Larry Laye (Yam) provided Brooks with most of his competition throughout the day, but a crash in the second moto caused a DNF.

Brooks reached the first turn right behind today's only Intermediate, Mike Sandoval (Kaw). John Burr Cycles' Jerry Litteral (Yam) and Pierre Laquerre (Suz) were dicing over second with Dennis Urban (Yam) watching from behind. By the third lap, Brooks settled down to a smooth, consistant pace with Laye, who was a distant seventh off the start, about five seconds behind. The real racing was going on a few seconds further back as Laquerre, Litteral, and Urban were trading positions every lap. Laye did a fine job of keeping up to Brooks, but lapped rides prevented him from making a serious challenge. So, the checkered flag saw Brooks first, and Laye second, with Litteral winning the heated battle for third.

Urban was the first Novice up the hill in moto two, with Brooks, Laye, and Allan Brehm, on a Yamaha of Redlands-sponsored Yamaha, in hot pursuit. By the end of the first lap, Laye had displaced Urban as the leader, with Brooks getting by a lap later. Halfway through the second lap, Laye went down hard.

Urban was riding wide open this moto to keep Litteral in third, which he did, cruising through the checkers in second behind Brooks. Brooks' 1-1 score was first over Urban's 4-2, while Litteral landed third with a 3-3.

Results

PEE WEE: 1. Jon Pauls (Yam); 2. Billy Valko (Yam); 3. Robert Allen Cole (Yam).
DIV II: 1. Eddie Moraga (Yam).
DIV III: 1. Jason Lentz (Hon); 2. Jimmy Williams (Kaw); 3. Chris Comer.
MINI BEG: 1. Steve Tucker (Yam); 2. Pat Strong (Yam); 3. Dante Herrerodz (Yam).
MINI NOV: 1. Mike Brooks (Yam); 2. Dennis Urban (Yam); 3. Jerry Litteral (Yam).
MINI INT: 1. Mike Sandoval (Kaw).
125 BEG: 1. Mike Curr (Hon); 2. Eddie Raab (Kaw); 3. Mike Sanders (Yam).
125 NOV: 1. Scott Davis (Suz); 2. Kenny Maddux (Suz); 3. Billy Pauyh (Yam).
125 INT: 1. Jimmy Palmer (Kaw); 2. Tim Toms (Kaw).
125 PRO: 1. Chad Barnes (Yam).
250 BEG: 1. Danny Critser (Yam); 2. Jeff Thomas (Yam); 3. Mike Michetti (Hon).
250 NOV: 1. Paul Dworshak (Suz); 2. Corttond Brown (Hon); 3. Michael Howard (Yam).
250 INT: 1. Ruben Alvaredo (Suz); 2. Keith Dysert (Suz); 3. Todd Cunningham (Suz).
250 PRO: 1. Eddie Michetti (Suz); 2. Gerry Lattimer (Kaw); 3. Greg Nash (Hon).
OPEN BEG: 1. Maurice Woods (Hon); 2. Max Hernandez (Hon); 3. Greg Wilkins (Yam)

OPEN NOV: 1. Terry Curtis (Hon); 2. Paul Ball (Hon); 3. Rollie Smith (Kaw).
OPEN INT: 1. Jim Caspio (Suz); 2. Corey Bogane (Mai); 3. Dean Teaque (Mai).
OPEN PRO: 1. Pat Weber (Hon); 2. Dan Paulson (Hon).
VETS JR: 1. Dayle Brown (Hon); 2. Craig Comer (Yam); 3. Gary Beck (KTM).
VET INT: 1. Tom Sawyer (Hon).
VETS SRS: 1. Jon A. Hall (Hon); 2. Larry Lowen (Suz); 3. Roy Burton (Suz).

Vohland takes 250cc Pros at Sacramento

By Greg "Nuclear" Neukam

SACRAMENTO, CA, APR. 15

Hi-Point/Yamaha-support rider Tyson Vohland started his day off by smoking the first PCP Yamaha/Suzuki 125cc Pro moto ahead of Honda-mounted Scott Rebuck and Kawasaki-mounted Rodney Harriger. Vohland was off for a retake of his first moto performance, but a couple of laps into the moto, mechanical woes put him out of contention. Rebuck held off Harriger for the win, while Cory Cantaloupi motored his Yamaha to third.

Vohland and Rebuck continued their warfare in the Capital Yamaha 250cc Pro class. Rebuck gunned his Honda into the lead of both motos, only to relinquish the top spot to Vohland by moto's end. Honda-mounted Larry Dashiel scored a 3-4 for third overall while Joe Wright went 6-3 for the day, to earn fourth overall.

Adapting quite well to the California tracks, Nampa, Idahoan Joe Wright scored decisive wins in the Pro-Am Trailers-sponsored Open Pro class aboard his Honda. Another Honda, piloted by Theo Bernhard took second overall with a 2-2 tally.

Tallon Vohland cooked the B&T Kawasaki 80cc Expert class aboard his Pops Vohland-prepared Yamaha. Kawasaki-mounted Steve Lamson went 2-3 for second overall. Kawasaki rider Chris Ward won the Intermediates while Phillipe Agostini (9-11) and Scott Bushing (12-16) topped the Juniors.

Tommy Seidel continued his domination of the 125cc Junior class, winning both motos aboard his Yamaha. Kelly Andris, as well, extended his series ponts lead, putting his Honda past the checkered first each time out in the 125cc Intermediate class.

Results

ATV 200: 1. Jeff Ebert (Hon); 2. Ray Baldry (Hon).
ATV 250: 1. John Gresham (Hon); 2. Charlie Campbell (Hon).
VET JR: 1. Greg Grouleff (Hon); 2. Bruce Winfree (Hon).
VET INT: 1. Ernie Cabral (Suz); 2. John Winters (Mai).
VET MASTER: 1. Buzz Presser (Yam); 2. Steve Ferroni (Yam).
OT JR: 1. Bob Del Re (Yam); 2. Bill Perkins (Hon).
OT INT: 1. Jesse Deane (Suz); 2. Bill Housh (Yam).
OT MASTER: 1. Mike Heiberger (Hon); 2. Mike Collins (Hon).
PP JR: 1. Barbra Peterson (Hon).
PP EX: 1. Debbie Jamerson (Suz).
60 NOV: 1. Jasen Harrison (Hon).
60 JR: 1. Phillipe Agostini (Kaw); 2. Steve Housh (Yam).
80 NOV: 1. Justin Owensby (Suz).
80 JR (9-11): 1. Agostini (Hon); 2. Mike Brewer (Kaw).
80 NOV (12-16): 1. Duncan Davis (Kaw); 2. Brandon Gallasso (Kaw).
80 JR (12-16): 1 Scott Bushing (Kaw); 2. Scott Stewart (Kaw).
80 INT: 1. Chris Ward (Kaw); 2. Greg Tirheimer (Kaw).
80 EX: 1. Tallon Vohland (Yam); 2. Steve Lamson (Kaw).
125 NOV: 1. Lance Homer (Hon); 2. Joeri de Beer (Kaw).
125 JR: 1. Tommy Seidel (Yam); 2. Eric McMurtrie (Yam).
125 INT: 1. Kelly Andris (Hon); 2. Emmett Ramirez (Hon).
125 PRO: 1. Scott Rebuck (Hon); 2. Rodney Harriger (Kaw).
250 JR: 1. Greg Vlahos (Suz); 2. Dave Guistti (Hon).
250 INT: 1. Mike Harper (Hon); 2. Mike DesRosiers (Hon).
250 PRO: 1. Tyson Vohland (Yam); 2. Scott Rebuck (Hon).
OPEN JR: 1. Mark Peterson (Hon); 2. Tim Hausmann (Yam).
OPEN INT: 1. Bernie Franza (Yam); 2. Bob Grijalva (Suz).
OPEN PRO: 1. Joe Wright (Hon); 2. Theo Bernhard (Hon).
FOUR-STROKE: 1. Eric Kermond (Kaw).

Walker scores in Sweetheart hare scrambles

By Diane Bell

SUPERSTITION MTN., CA, MAY 6

In a close-fought battle, Steve Walker had his first overall win at AMA/D-38's Sweetheart hare scrambles. "I woke up this morning feeling real good," Walker said. "And when they told me I was 30 seconds behind Todd (Kennedy) on the third loop, I gassed it."

Leading the race to the second check was Open rider Leon Livingston who got an eyeful as one of the Sweethearts was topless. Missing the view was 250cc rider Todd Kennedy who took the lead in the first loop and kept it for the next two laps. At home check on the first loop, Open rider Steve Basin ran third on his Yamaha. He was followed by another Open rider Walker on his new 250cc Cagiva. Matt Hope ran next on his 250cc Yamaha with 125cc Cagiva-mounted Ed Foland.

On the second loop, Kennedy was still leading the race, while Walker moved into second. Livingston came through and retired the borrowed bike he was riding because it wasn't set up for his riding style. Foland took over fourth with 250cc Expert Alan Seaman in fifth.

Kennedy and Walker still hung onto first and second on the third loop. Foland came through third to a nearly deserted pit, because his pit crew had responded to a false message that he was down on the course. This did not hurt his finish though, Foland ended up third overall, first 125. Amateur 250cc rider Bryan Hart took over the fourth overall position. "It was a wide open, an awfully fast course," said Hart. "I had fun!"

Open rider Bruce Smith passed Basin to take over fifth-place overall and first Open rider. Vet Expert Ed Mundy moved into seventh on his Suzuki.

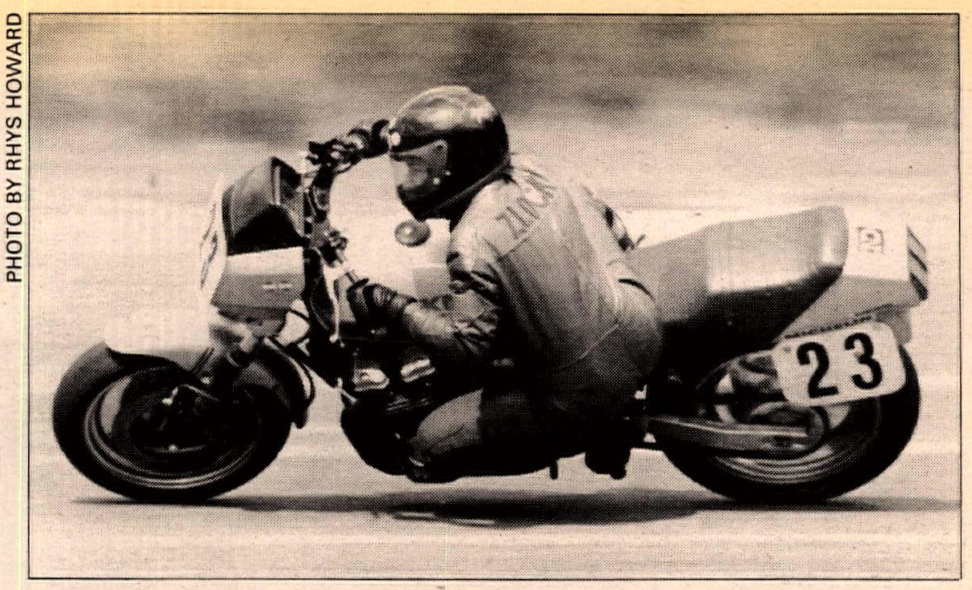
During the fourth loop, Walker finally passed Kennedy for the lead. "I passed Kennedy for the first time about halfway through the last loop," said Walker. "We battled back and forth four or five times. Then we raced to the last road crossing, and I beat him to it and that was the last I saw of him." Kennedy finished the race second overall and second 250. Hart finished third 250, first Amateur in fifth overall.

In the 125cc race, Foland took first. Amateur Ron Desrosiers on his KTM rode to second 125cc and Expert Roy Basin, coming off a shoulder injury, finished third.

Results

OPEN EX: 1. Bruce Smith (Yam); 2. Steve Basin (Yam); 3. Wayne Schmidt (Hon).
250 EX: 1. Steve Walker (Cag); 2. Todd Kennedy (Yam); 3. Matt Hope (Yam).
125 EX: 1. Ed Foland (Cag); 2. Roy Basin (Yam); 3. Kirk Hester (Cag).
VET EX: 1. Brett Cushing (Hus); 2. Ed Mundy (Yam); 3. Claude Maynard (Cag).
SR EX: 1. W.C. Thornton (Kaw); 2. Harry Brattin; 3. Charlie Baker.
OPEN AM: 1. Randy Belew; 2. Barkin' Markin; 3. Pete Fogleman.
250 AM: 1. Bryan Hart (Yam); 2. Steve Kosman (Yam); 3. Jeff Plourd.
125 AM: 1. Ron Desrosiers (KTM); 2. Guy Kibbe; 3. Joey Lane (Hon).
VET AM: 1. Fud (Yam); 2. Bob Huff; 3. Steve Reynolds (Cag).
SR AM: 1. Chuck Nelson; 2. Lee Johnson; 3. Ted Scott.
OPEN NOV: 1. Tim Naston; 2. Mark Donden; 3. Bohannan.
250 NOV: 1. Scott Smith; 2. Sean Swarthout; 3. Troy Harper.
125 NOV: 1. John Robinson; 2. Ben Galindo; 3. Henry Casillas.
VET NOV: 1. George Ryan; 2. Hal Drew; 3. Tom Gamble.
SR NOV: 1. Dave Krider.
SUPER SR: 1. Bob Thompson.
BEG: 1. John Conney; 2. Norman Mazur; 3. Lance Hollensbe.

PHOTO BY RHYS HOWARD



Suzuki-mounted Dale Zlock won the District 27 860cc Modified Production class during the second round of the Can-Am Series in Seattle.

Holden smokes Seattle RR

By Bruce Scholten

SEATTLE, WA, APR. 29

"I really enjoy the competition, racing against Robert Holden. He's tough, I have to ride hard, and I'm very impressed with him," commented Clarke-Simpkins Honda's Steve Dick after winning the Formula One race in round two of the Can-Am series. That was only one race of the three in which the two speedsters met head-to-head for some serious racing.

The Can-Am series, run with the AMA District 27 Seattle road race today, saw Holden taking a pair of wins. Holden won both the 750cc Production and the 600cc Modified Production classes, followed across the line both times by Dick. This Can-Am class was combined with the regular D-27 600cc Mod Production class, and there was some confusion as to whether or not Lee Cochran's NESRA Yamaha thumper was entered for Can-Am points. However, there was no mistaking the fact that he showed everyone the way around the track and was first to the checkered flag.

After a long, seven year absence, it was nice to have Gordon Rice back. Rice commented that Vintage class racing "could bring a lot of people who are interested in classic motorcycles out to the track. And when people see that we're not really out to risk our bodies or our motorcycles, maybe more retired racers will get those old bikes out here."

The footpeg fell off Rice's B-50 BSA 500 while running down the frontstraight, but he carried on to a win, ahead of the Nortons of Gary Sheving, and Norm Traver, who finished third.

The racers on hand were greatly saddened by the tragic accident of fellow racer Marty Wilkison, who died today.

Results

CAN-AM RACING
FORMULA 1: 1. Steve Dick (Hon); 2. Dale Franklin (Yam); 3. Joe Davis (Suz).
SUPERBIKE: 1. Chuck Wiley (Suz); 2. Tom Walther (Kaw); 3. Keith Hunter (Suz).
750 PROD: 1. Robert Holden (Suz); 2. Steve Dick (Hon); 3. Ken Stobbart (Suz).
600 MOD PROD: 1. Robert Holden (Suz); 2. Steve Dick (Hon); 3. Joe Davis (Suz).
SIDECAR: 1. Wildman/Wildman (Suz); 2. Roney/Rihela (Ron); 3. Smith/Sendal (Smi).
AMA/D-27 RACING
SUPERBIKE: 1. Sean Phillips (Suz); 2. Chuck Wiley (Suz); 3. Dale Zlock (Suz).
FORMULA 1: 1. Dale Franklin (Yam); 2. Joe Davis (Suz); 3. Robert Holden (Suz).
FORMULA 2: 1. Lee Cochran (Yam); 2. Terry Williams (Yam); 3. Ken Botham (Yam).
OPEN MOD PROD: 1. Joe Davis (Suz); 2. John Brady (Kaw); 3. Jim Tenneson (Hon).
OPEN PROD: 1. Steve Littlejohn (Suz); 2. Joe Davis (Suz); 3. Bryan Correll (Hon).
860 MOD PROD: 1. Dale Zlock (Suz); 2. Larry Vevig (Suz); 3. Scott Wheeler (Hon).
750 MOD PROD: 1. Mike Correll (Kaw); 2. Ben Beste (Hon); 3. Marc Wareham (Hon).
750 PROD: 1. Mike Correll (Kaw); 2. Robert Huffman (Suz); 3. Ricky Giles (Hon).
600 MOD PROD: 1. Lee Cochran (Yam); 2. Joe Davis (Suz); 3. Kirk Correll (Hon).
600 PROD: 1. Joe Davis (Suz); 2. Ted Russo (Yam); 3. Kirk Correll (Hon).
450 MOD PROD: 1. Mark Haskins (Yam); 2. Tom Marx (Yam); 3. David Godfrey (Suz).
450 PROD: 1. Mark Haskins (Yam); 2. Tom Marx (Yam); 3. Dave Prichard (Yam).
OPEN GP SINGLE: 1. Stan Jan Jan (Yam); 2. Chris Denzler (Yam); 3. Kelly Correll (Hon).
VINTAGE: 1. Gordon Rice (BSA); 2. Gary Sheving (Nor); 3. Norm Traver (Nor).

Hopper handles SHR MX

By Sally Sideliner

BRENTWOOD, CA, APR. 29

George Hopper of Mallots Honda took the lead in the 250cc Pro class, and although he held it to the checkered flag, it wasn't an easy race. Craig Christain's Richmond Yamaha quickly found a way around Donny Anderson and had Hopper in sight. Hopper and Christain began to run from the pack, but Christain was never able to make the pass for first. Hopper holeshot moto two and once again found Christain his only threat, but never let him by.

The Open Pros started out with John Wells in the lead and Jerry Brandt second. Dan Baker pulled into third, then passed Brandt. Brandt wouldn't give up though, and the two went back and forth until Brandt stalled his bike. Brandt restarted and again caught up to Baker. When Baker made an error, Brandt passed for second. Brandt came back to win the second moto, with Wells a close second.

Derrick Luchessi led the 125cc Pros with Kimo Casey, aboard a Kawasaki from Contra Costa Honda, and Craig Christain on his heels. Casey passed Luchessi on an outside berm, but Luchessi regained his position on the next turn. Casey passed again on lap three then broke away from the others, as Christain got by Luchessi on the next lap. Then the cloud of misfortune struck, taking out third place Luchessi with a seized engine. On the next lap, Dennis Hannel pulled off with the same problem. The problem continued, as Casey put *his* hand up, and pulled off with engine problems, as Christain gladly took the checker.

Casey took the lead in moto two with Christain and Mike Minjares on his rear wheel. Christain kept the pressure on until he went over a berm, and Casey apparently had an easy win. But Christain mounted a hard charge, and when Casey clipped a bump on the track edge, Christain was right there to take the lead and

PHOTO BY TOM GRIFFITH

Don Stinchfield leads Isaiah Villarrsal (253) and Bruce Abbott (518) in 250cc Junior action at the Dunes.

the checkered flag.

The Old Timers, who had the largest class, saw Pete Cruttender take his Husky from fourth place to first. Jeff Burnett held second on his brand new Yamaha until he got out of shape in a loose berm and dropped to fourth behind his brother Bill.

Results

OPEN PRO: 1. Jerry Brandt (Yam); 2. John Wells (Hon); 3. Dan Baker (Hon).
250 PRO: 1. George Hopper (Hon); 2. Craig Christain (Yam); 3. Donny Anderson (Hon).
125 PRO: 1. Craig Christain (Yam); 2. Kimo Casey (Kaw); 3. Mike Minjares (Kaw).
OT: 1. Pete Cruttender (Suz); 2. Bill Burnett (Yam).

Keller, Spangler smoke Oregon MX

By Clay Light

EUGENE, OR, MAY 6

AMA National campaigners Rodney Keller (Yamaha/Honda of Roseburg/Roger Campbell/Pepsi) and Joe Spangler (Self/Light Racing Products) took convincing 1-1 moto wins in the 250 and 125cc Professional classes at Emerald Racing Association's MX championship round. As usual, the prestigious Jeff Cairns memorial award was given out to the outstanding sportsman, just as it is every year. This time it went to Jim Wiser. The award is given in memory of Cairns, a former 125cc State MX champion who died in a tragic auto accident. To present the award was Jeff's father Ted Cairns, as he has each year since the initial presentation in 1978.

Due to a large draw to the Seattle area Gold Cup MX race, many tracks feared that attendance would be low but, since Eugene is a good 300 plus miles from Seattle, E.R.A. fared quite well. The Pro class was above par, gating a good sized pack for a combined outing. Steve Williams (Honda Support) led the initial lap of warfare, but it was Keller putting a move on the veteran Williams as he blitzed into the lead and pulled away at a blistering rate. Rick Gunderson (Yam) and David Riemer (Yam) trailed the duo of Hondas for the entire race while 125cc riders Spangler (Suz) and Larry Brumwell (Kaw) moved up through the dust to challenge the larger displacement machinery. Keller had a lonely lead, going all the way to the checkered flag to beat Williams, Gunderson, Riemer and Spangler, who filled the top five at the finish.

Moto two had Williams and Keller shoot off the line, leaving all others doomed for back seat positions. Keller crept away from the field into another untouchable lead, heading a freight-train of southern Oregon Pros. Spangler was tops in the 125cc Pro portion once again for top payoff in the class, and Keller's double moto demolition earned a nice payoff for his efforts.

Among the other outstanding races was the old guys, also known as the 30 to 40 class. Lenny Reidinger was a familiar face around here for many years, but then he hung it up for a while. Reidinger came back today to haunt the class, taking a 1-1 tally on the day, in the grueling 20 minute motos. Charlie Standeford and Charlie Harter kept Reidinger busy both motos after playing catch up. They went 2-3 in both outings for the final trophy spots.

Wiser needed two extra arms for carting away all the brass that he had won, including the Open Intermediate win. Wiser had to first put away Scott Sigmund's four-stroke Honda 500 and Stan Walters, who were looking to spoil Wiser's perfect day. Wiser was the most consistent of the class, going 1-1, while the others didn't fare so well. There were some unusual scores when the final results were posted. Sigmund earned second place brass with a 5-2, and Walters got third, going 4-3. Wiser ended up carting off four trophies, which included the Cairns award, the Sportsmanship award, the Open class High-Point trophy and the Open Intermediate trophy for a hard day's, and season's, work.

Results

250 PRO: 1. Rodney Keller; 2. Rick Gunderson; 3. David Riemer.
125 PRO: 1. Joe Spangler; 2. Larry Brumwell; 3. Terry Baker.
OPEN PRO: 1. Steve Williams.
OPEN INT: 1. Jim Wiser; 2. Scott Sigmund; 3. Stan Walters.
250 INT: 1. Mike Burke; 2. Tom Wood; 3. Charlie Harter.
125 INT: 1. Scott Adair; 2. Mark Hamaker; 3. Darrell Woulbrandt.
125 JR: 1. Doug Trupp; 2. Joel Thornburg; 3. Bill Takano.
80 INT: 1. Monty Spaulding; 2. Greg Warner.
80 JR: 1. Ryan Huffman.
60 INT: 1. Ryan Huffman; 2. Chuckie Standeford.
30-40: 1. Lenny Reidinger; 2. Charlie Standeford; 3. Charlie Harter.
JEFF CAIRNS AWARD: 1. Jim Wiser.
HIGH POINT AWARDS: 500-Jim Wiser; 250-Mike Burke; 125-Scott Adair; 80-Ed Portz; 60-Ryan Huffman; Most Improved-Cory Anderson; Sportsman-Jim Wiser.

Berluti blasts Sacramento MX

By Greg "Nuclear" Neukam

SACRAMENTO, CA, APR. 27

Hi-Point/Reno Kawasaki-sponsored Alan "Bad Boy" Berluti made the long trip from Nevada worthwhile as he took the overall win in the 250cc Pro class as the Sacramento Raceway Park Friday night stadium motocross season resumed. It was RC Suzuki-supported Jimmy Robertson, however, who displayed an aggressive style while living up to his reputation as a "do or die" rider.

Berluti took second to Honda-mounted Larry "Dash" Dashiel in the opening 250cc Pro moto, while RC Suzuki teammates Ken Klein and Robertson and Hi-Point/Kawasaki rider Rodney Harriger rounded out the top five.

Robertson blasted into the lead of the second moto with Berluti, Harriger and Klein in hot pursuit. Berluti soon took the lead but Robertson hung close. For the remainder of the moto, Robertson searched the entire terra-cotta for the magic line around, but the chances looked slim. Then, on the last turn, Robertson banzaied by for the win to the delight of the crowd. Klein took another third while John Papola and Chris Iriguiray finished 4-5, respectively.

Berluti's twin seconds were good for the overall win, while Robertson earned second overall. Klein's consistency brought him third overall.

Hi-Point/Kawasaki-mounted Harriger turned out to be the star of the 125cc Pro class. Yamaha-mounted Cory Cantaloupi holeshot the first go-'round and looked to be a sure winner until Harriger put on a last lap blitz that moved him past Klein for third, then at the top of Pro Hill, into the lead as he flew by on the inside of Berluti on the way up, and railed the inside line to swoop a surprised 'Loupi coming back down. Harriger styled to the win with Cantaloupi, Berluti and Klein shaking their heads as they followed past the checkered flag in that order.

Harriger shot into the lead from the start in moto two and took the win and the overall, while Cantaloupi was second for second overall.

Results

125 PRO: 1. Rodney Harriger (Kaw); 2. Cory Cantaloupi.
250 PRO: 1. Allan Berluti (Kaw); 2. Jimmy Robertson (Suz).
80 NOV: 1. Jamie Wooten (Hon); 2. Spud Walters (Hon).
80 NOV: 1. Spud Walters (Hon); 2. Jamie Wooten (Hon).
80 INT: 1. Wayne Rools (Kaw); 2. Daryle Yount (Kaw).
80 INT: 1. Daryle Yount (Kaw); 2. Mark Fain (Kaw).
80 EX: 1. Mike Pascarrella (Hon); 2. Shawn Wooten (Kaw).
125 NOV 1: 1. Tim Valdez (KTM); 2. Frank Bogan (Suz).
125 NOV 2: 1. Jeff Baldwin (Yam); 2. Don McGrath (Hon).
125 INT: 1. Bret Irvine (Kaw); 2. Mike Torres (Kaw).
250 NOV: 1. Mark Silvierra (Ho); 2. Steve Varnum (Suz).
250 INT: 1. Mark Baldry (Hon); 2. Dennis Redding (Hon).
OPEN NOV: 1. Jimmy Taylor (Hon); 2. Wade Holbrook (Hon).
OPEN INT: 1. Bernie Franza (Yam); 2. Mark Baldry (Hon).
VET NOV: 1. Tony Gonsalves (Yam); 2. Bob Del Re (Yam).
VET INT: 1. Paul Voget (Hon); 2. Monte Miller.
VET EX: 1. Wayne Morrell (Yam); 2. Gary McPherson (Hon).
OT NOV: 1. Bob Del Re (Yam); 2. Bill Perkins (Hon).

Oswell top Pro at AME Budweiser Challenge Cup

By Tom Griffith

VALENCIA, CA, APR. 29

The 1984 Budweiser Challenge Cup was hosted today by American Motocross Enterprises on the International track at Indian Dunes Cycle Park. With each rider receiving a commerative mug from AME and Budweiser, Tracy Oswell took his to the pay window after the 250cc Pro races and filled it with first-place dollars.

Oswell and Pasadena Honda ace Ed Arnet have been battling every week and today was no exception. Arnet grabbed the holeshot of moto one followed too closely by Oswell and Honda rider Jon Nelson. Bumping and shoving, these three warriors suddenly had the Team Green KX of Robert Laughlin and Granada Yamaha YZ250, mounted Erin Buskirk to contend with.

Pressing the leaders to the limit, Nelson moved to the front of the field late in the first moto and led a Honda sweep of the first three places as Nelson was followed by Arnet and Oswell.

The gate dropped on moto two and again it was the red hoarde up start hill first with Arnet pulling the holeshot. But this time, Nelson bobbled and let Arnet and Oswell pull away in their own two-man race. At the halfway mark, Oswell pushed his CR250 ahead as Arnet fought for number one. Motoring around with some breathing room, Oswell earned his first overall.

The 250cc Intermediates added their share of excitement to the day's festivities as Mike Knapp worked up from mid-pack starts in both motos to bring his Goleta Cycle KTM into first with a perfect 1-1 score. Bill Delgado did all he could muscling his Suzuki Van Nuys RM250 into the lead of each moto, but he could not hold off a determined Knapp. Brad Toms, aboard his KX250 from Kawasaki of Goleta, put together a fine display of riding talent and put the Kawie into third behind Knapp and Delgado for third overall.

Results

PEE WEE: 1. Robby Hammond (Yam); 2. Shane Anderson (Yam).
JR CYCLE BEG: 1. Jonathan Petralia (Kaw); 2. Donte Johnson (Kaw).
JR CYCLE INT: 1. Torey Aylesworth (Kaw).
JR CYCLE EX: 1. Moose Wine (Kaw).
MINI BEG: 1. Matt Harrison (Kaw); 2. Will Donald (Kaw); 3. Brian Gibson (Yam); 4. Moose Wine (Suz).
MINI JR: 1. David Noll (Kaw); 2. Brian Alsobrook (Kaw); 3. Craig Nolan (Kaw).

MINI INT: 1. Chris Lara (Kaw).
MINI EX: 1. Greg Vowell (Suz).
125 BEG: 1. Darryl Manning (Hon) 2. Matt Walls (Yam); 3. Roger Michaels (Kaw).
125 INT: 1. Jim Spotts (Suz); 2. Tom Holt (Kaw); 3. Phil Butler (KTM).
125 PRO: 1. Steve Schmitz (Hon); 2. Jack Greenberg (Yam).
250 BEG: 1. Ken Peters (Hon); 2. Robert Johnson (Hon); 3. John Braley (Yam).
250 JR: 1. Bernard Tinus (Hon); 2. Rick Perez (Hon); 3. Scott Nolind (Hon).
250 INT: 1. Mike Knapp (KTM); 2. Bill Delgado (Suz); 3. Brad Toms (Kaw).
250 PRO: 1. Tracy Oswell (Hon); 2. Jon Nelson (Hon); 3. Robert Laughlin (Kaw).
500 BEG: 1. David Montanaro (Yam); 2. Rudd Miller (Hon).
500 JR: 1. Rick Gibbs (Hon); 2. Marc Cummins (Hon); 3. Art Dart (Hon).
500 INT: 1. John Lovett (Hon); 2. Dan Deyoung (Hon).
VET JR: 1. Richard Druen (Hus).
VET INT: 1. Jim Dawson (Hon).
VET EX: 1. Carl Nelson (Yam).

"Hollywood" Holley claims Canadian Supercross

By Larry Huffman

EDMONTON, ALBERTA, CANADA, MAY 6

Jim "Hollywood" Holley scored his first Supercross victory on a cold blustery afternoon in Edmonton's Commonwealth Stadium at the first annual Labatt's Commonwealth Supercross before a crowd estimated at 15,000. However, Holley acknowledged that he really won the event in his heat race, when he and 17-year-old Suzuki whiz kid Rick Ryan brought the crowd to its feet in some of the most exciting handlebar-to-handlebar racing seen in a long time.

Holley and Ryan set the fastest heat of the day and forced each other to make several double jumps set throughout the over five-eighths mile track. Ross Pederson, mounted on a Suzuki Canada RM250, was not pushed and, therefore, never had to extend himself over the double jumps. And that made the difference in the main event.

Holley, mounted on a stock Canadian YZ250 Yamaha prepared by Mike Bell's former mechanic Dave Osterman, chased Pederson after the Canadian Champ pulled off what some of the other American riders called a "controversial" holeshot. According to Osterman, "The Canadian officials moved the American riders back from the fellow who pulled the start gate lever, while allowing Ross to get a clear shot at him. Ross knew when the gate was going to drop and, by the first turn, had a 10 bike lead."

Another Yank favorite, Donnie Cantaloupi, was involved in a first-turn crash and started dead last, fighting his way up to fifth by the checkered flag.

Pederson roared off to a lead which at times was as great as six seconds. But Holley was unrelenting in his pursuit, gaining precious time on the Canadian over the double jumps. "I let Ross have his race," said Holley afterwards. "I let him go out; I wanted to see what pace he was running. But once I passed him and saw he wasn't double-jumping, I said 'Alright!' I knew I had it then!" After the race, Pederson admitted he was far too tentative with the lead. "I learned a lot," said the six foot, 180-lb. Pederson. "I had a big lead and I was just too cautious with it. Jim doubled and I didn't. After he passed me I fell apart and that cost me the race."

Peterson made a valiant attempt to regain the lead from Holley, at one point slamming his machine into the side of Holley's. "I knew he was coming at me," said Holley, "and I just dug my foot into the ground and braced myself." The crowd went crazy. Pederson then took a spill on a set of double jumps which allowed Ryan to slip by into second place. Ironi-

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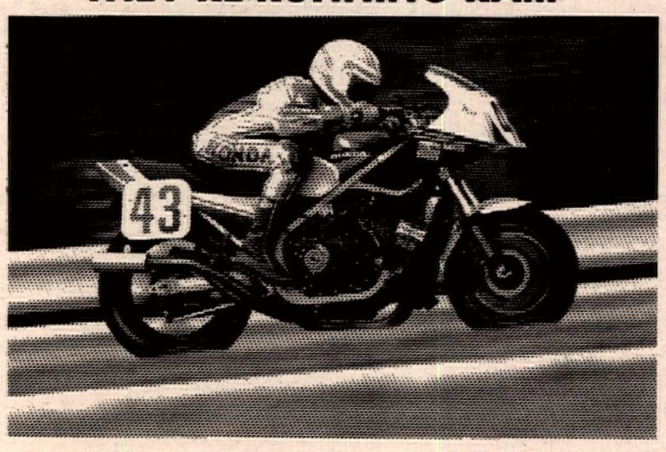

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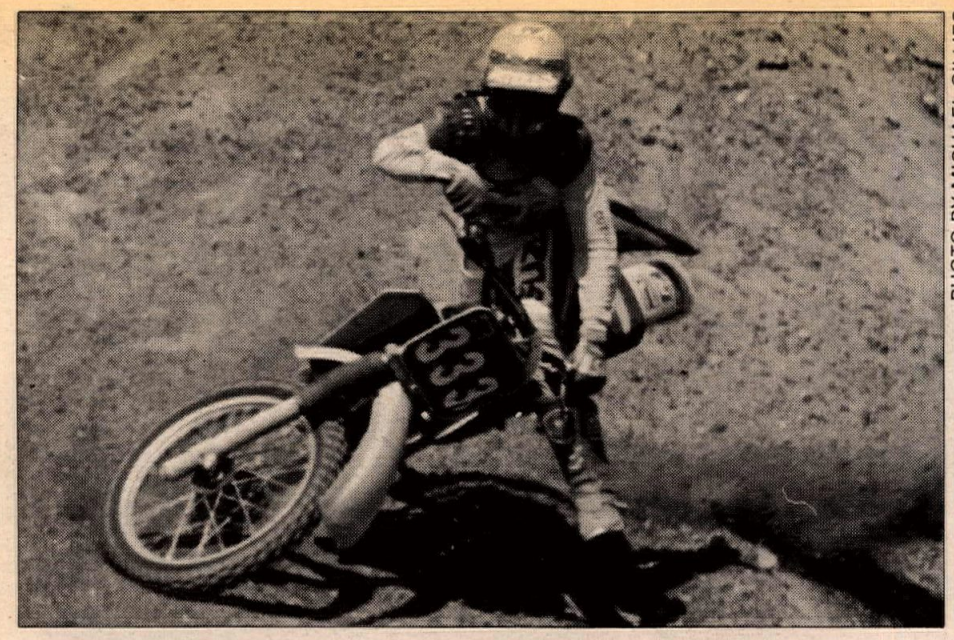

PHOTO BY MICHAEL GILLIES

Jay Birmingham suffered this high speed get off while competing in the 125cc Intermediate class at DeAnza. He was shaken up but otherwise OK.

cally, Ryan took the same fall as Pederson at the exact same place two laps later. Pederson took second back again as Ryan was writhing in pain on the track. Ryan was taken to Edmonton General Hospital with a dislocated hip. By the next morning he was up on crutches and the prognosis indicated he would be able to resume racing "within 10 days."

Jim Holley took $3650 home for his first-ever supercross victory. Pederson finished second with Team Tamm's Carson third. Holley said after the race, "Now just wait until the Rose Bowl. That's gonna be mine!"

Wynne, Butler battle at Spillway MX

By Jim Pluhar

SANTA MARIA, CA, MAY 6

Shawn Wynne of Lompoc and Phil Butler of Santa Maria had a start to finish duel in both motos at Sunday's Spillway Park motocross. Racing in the 125cc Intermediate division, Wynne and Butler grabbed the spotlight when the only Pro, Gary Riekki of Arroyo Grande, was sidelined in lap 10 of the first event with a blown engine. Wynne passed Butler on lap five of the first moto, and ran second to Riekki until Riekki's demise on the 10th circuit of the riverbed facility.

In the second go around for the 125s Wynne worked his way from sixth place on lap one to second place on lap three, only to drop back after a fall on the fourth lap. By the end of the event Wynne was within a bike-length of Butler for the victory, but couldn't make the pass. Wynne still took the class win for the day with a total of 3 points, to 4 for Butler.

Atascadero's Craig Lane, an Open Intermediate, battled 250cc Pro Paul Villa of San Luis Obispo for the overall win in the combined 250cc Open events. Villa managed to beat Lane but not without some close racing between the two. Lane suffered problems with the back wheel of his Honda on the fifth lap of his second moto and had to head for the pits with no chance of a strong finish for the day. Mike Knapp of Santa Barbara finished second to Villa in both events to gain victory in the 250cc Intermediate class.

In the 80cc Junior division, Jeff Orth of Carpenteria scored back-to-back victories, as did J.R. Cecchetti of Arroyo Grande in the 80cc Novice class.

Results

80 NOV: 1. J.R. Cecchetti (Yam); 2. Jim Dengler (Yam).
80 JR: 1. Jeff Orth (Yam); 2. Torey Rolland (Kaw); 3. Seth Paulsen (Kaw).
250 JR: 1. Stuart Carroll (Hon).
250 INT: 1. Mike Knapp (KTM); 2. Randy Tittlemier (Suz).
250 PRO: 1. Paul Villa (Hon).
OPEN INT: 1. John Sabto (Hon); 2. Craig Lane (Hon).
OPEN PRO: 1. Frank Villa (Hon); 2. Jim Domenighini (Hon).
125 NOV: 1. Brad Beaman (Hon); 2. Nathan Kennicutt (Yam); 3. Jeff Orth (Yam).
125 JR: 1. Todd York (Suz); 2. Paul Blomquest (Suz); 3. Dennis King (Suz).
125 INT: 1. Shawn Wynne (Yam); 2. Phil Butler (KTM); 3. Alan Delarge (Hon).
125 PRO: 1. Gary Riekki (DNF) (Kaw).

Moore bombs Edwards AFB motocross

By Terry Rezek

EDWARDS AFB, CA, APR. 29

Kawasaki-mounted Bobby Moore endured high winds, severe dust and Yamaha's Eddie Hicks' challenges to capture California Racing Club's first-place laurels in the 80cc Modified Expert class at Edwards Air Force Base MX.

Moore and Hicks are certainly no strangers when it comes to knock-down-drag-out duels in Mini warfare around the states, and today they met in the Mojave desert and produced some fierce racing. Hicks, though, was the undisputed winner in the first moto turning lap time only five seconds slower than the Open Pros. Moore stayed close and finished second.

The second moto was much closer when Moore jumped into the lead and Hicks closely followed. However, Hicks' too aggresive riding style caused him to bite the dust and gave Moore a slight advantage. Hicks tried to make a comeback, but Moore's consistent fast pace was just too much for Hicks to handle. Moore took the second moto win and overall, while Hicks had to settle for second.

A different type of racing format was used for a few classes because some had so many riders entered. The system was; a certain percentage of top riders from each division were placed in a third, deciding moto. Two of the classes to use this format were the 125cc Beginner and Novice divisions.

In the 125cc Beginner class, Aaron Lewis claimed the win. In all three motos, Lewis had to make up for mediocre starts before the checkered. Lewis' closest competitor was Howard Mammes, who faired considerably better in the third moto than he had during the first two motos to capture second. Jody Tapia had a fine ride finishing third.

There were three divisions in the 125cc Novice class and the winners were Jeff Mabery, Jim Ryder and Jeff Capt. These three and many other top qualifiers met for the final third moto to determine the fastest rider.

When the gate dropped, Scott Davies stole the holeshot with Bill Waltman in hot pursuit. Capt and Doug Allen were close behind. During the second lap, Davies and Waltman tangled and fell to the back of the pack. Capt moved into first and Allen followed. The two fought neck 'n' neck, then Allen took command of the lead for the second half of the race. But, on the final lap, Capt out-accelerated past Allen to take over the lead and held on for the win.

Action was tight in the 500cc Pro class, and it all started with the start of the first moto when Yamaha-mounted Rick Maki blitzed into the lead ahead of two more Yamaha riders Mark White and Pete Snorteland. Tim Worth, on a Honda, cruised in fourth. Maki quickly jumped to a 20-second lead, while Worth started to hound Snorteland. Snorteland decided to get on the gas and found his way into the lead. Snorteland took the win ahead of Worth, who passed Maki on the last lap.

White got the jump for the second moto, while Snorteland chased. A few laps later, Snorteland slipped by and took the checkers first. Worth again settled in second after passing White near the end of the moto.

Results

PEE WEE: 1. David Cooke (Yam).
60 NOV: 1. Ben Phalen (Kaw); 2. Joey Curtis (Kaw); 3. Brad Schultz (Kaw).
INT: 1. John Shaver (Kaw); 2. Ryan Spurgin (Kaw); 3. Jacob Swain (Kaw).
EX: 1. Dana Wiggins (Kaw); 2. Joel Tokarsky (Kaw).
80 STK BEG: 1. Pat Weide (Yam); 2. Mike McClain (Yam); 3. Chris Valdes (Yam).
NOV: 1. Joe Abbinanti (Kaw); 2. Brock Sutter (Yam); 3. Bubba Erickson (Kaw).
INT: 1. Sean Blanchard (Kaw); 2. Shane Trittler (Kaw); 3. Steve Kotajarvi (Kaw).
EX: 1. Bobby Moore (Kaw); 2. Eddie Hicks (Yam).
80 MOD BEG: 1. Mike Loftus (Kaw).
NOV: 1. Erick Hilton (Yam); 2. Bubba Erickson (Kaw); 3. Jason Collier (Yam).
INT: 1. Sean Blanchard (Kaw); 2. Steve Kotajarvi (Kaw); 3. Paul Vlach (Kaw).
EX: 1. Bobby Moore (Kaw); 2. Eddie Hicks (Yam); 3. Colin Karcher.
125 BEG: 1. Aaron Lewis (Kaw); 2. Howard Mammes (Yam); 3. Jody Tapia (Hon).
NOV: 1. Jeff Capt (Kaw); 2. Doug Allen (Yam); 3. Jeff Mabery (Kaw).
INT: 1. Bryan Nelson (Kaw); 2. Tim Rutherford (Kaw); 3. Jeff Spencer (Hon).
250 BEG: 1. David Bagwell (Hon); 2. Darrell Baricuatro (Yam); 3. Rob Leeson (Yam).
NOV: 1. Anthony Garnica (Hon); 2. Kevin Hall (Yam); 3. Clayton Hall (Yam).
INT: 1. John Hemme (Hon); 2. Eric Hallgurth (Hon); 3. Mike Watson (Hon).
500 BEG: 1. Eric Barr (Hon); 2. Lance Lehman (Hon); 3. Bob Dennard (Hon).
NOV: 1. Mike Biddlingmeier (Hon); 2. Terry Anderson (Hon); 3. Chris Napolitano (Hon).
INT: 1. Mark Clark (Yam); 2. Casey McCoy (Hon); 3. Doug Taft (Yam).
VET JR: 1. Tommy Pearl (Hus); 2. Robert Cooke (Hon); 3. Bob Dennard (Hon).
INT: 1. Greg Von Lossberg (Hon); 2. Gilbert Zavala (Suz); 3. Scott Rissman (Suz).
EX: 1. Jef Harriott (Hon); 2. Jim O'Neal (Hon); 3. Joe Broussard (Suz).
PRO 125: 1. Roger Hensley (Yam); 2. Billy Frank (Yam); 3. Ron Turner (Cag).
250: 1. Ron Turner (Cag); 2. Doug O'Donnell (Suz); 3. Brent Blount (Suz).
OPEN: 1. Pete Snorteland (Yam); 2. Tim Worth (Hon); 3. Mark White (Yam).

White outwits Experts at Canyon MX

By Sandy Berm

PHOENIX, AZ, APR. 29

Bobby White, aboard a Honda, kept his cool when the going got tough, and it paid off with a win in the 250cc Expert class at Canyon Raceway. Chappy Blose, who has many victories under his kidney belt at Canyon, almost added another win, but a second moto crash and a come-from-behind combination didn't add up to another victory.

In the first moto, Blose jammed into the lead followed by Honda-mounted Eric Kirk and Rick Nagle, also piloting a Honda. For the next 13 laps, the struggle over second was high-strung, while Blose avoided the fracus with a large lead. White became involved halfway through the race and put in a strong charge with a few laps remaining. White slipped into third then set after Kirk. Kirk, who was pestered by an injured shoulder, surrendered second to White a few turns before the finish. Blose took the win ahead of White, Kirk and Nagle.

Honda rider Doug Butcher pocketed the holeshot for the start of the second moto, while Blose pushed hard in second. Kirk and White were glued to Blose's rear fender, before the Kawasaki pilot crashed right after stealing the lead. Butcher reclaimed the top spot but began feeling heavy pressure from White, who slipped by Kirk a little earlier. Butcher finally gave in and let White by, as did Kirk.

White took advantage of Kirk's ailing shoulder and enlarged his lead. Meanwhile, Blose made up lost ground and passed Butcher. With three laps to go, Blose dove inside Kirk through "Insanity Ridge" and took control of second. Blose set after White, but White maintained his composure and captured the win. Blose, after a fine ride, settled for second and second overall. Kirk survived a late-moto fall and held on for third.

Yamaha rider Dave Townsend wrapped up two classes with four first-place victories to win the 125cc and 250cc Stock Amateur classes. Townsend's best moto came during the second round of the 125cc class, when he stole the holeshot and led from start to finish. John Humphrey had control of the second position until a derailed chain ended his day. Dave Fouquette took over second and captured second overall. John Van Hook, aboard a Kawasaki, settle with third.

Results

ZINGERS: 1. J.T. Stewart (Yam); 2. Tate Spencer (Hon); 3. Bart Blake (Hon).
PEE WEE NOV: 1. Aaron Stewart (Kaw); 2. Craig Decker (Kaw); 3. Brian Cook (Kaw).
PEE WEE AMT: 1. Jimmy Button (Hon); 2. Damon Watkins (Kaw); 3. Chip Young (Hon).
MINI BEG: 1. Chris Fulton (Kaw); 2. Mike Bohlman (Kaw); 3. Travis Weeks (Yam).
MINI NOV STK: 1. Kevin Cook (Kaw); 2. Tim Reeves (Kaw); 3. Scott Marek (Hon).
MINI NOV MOD: 1. Kevin Cook (Kaw); 2. Jerry Stewart (Kaw); 3. Scott Marek (Hon).
MINI AMT STK: 1. Jim Lewallen (Kaw); 2. Wes Parker (Yam); 3. David McDermott (Kaw).
MINI AMT MOD: 1. David McDermott (Kaw); 2. Jimmy Button (Hon); 3. Mike Bailey (Kaw).
125 BEG: 1. Matt Herman (Kaw); 2. Rich Searles (Kaw); 3. Mark Cavar.
125 NOV STK: 1. Chris Rogers (Kaw); 2. Kirk McLaws (Kaw); 3. Phillip Kleitsch (Hon).
125 NOV MOD: 1. Tom West (Kaw); 2. Jere Booher; 3. Kirk McLaws (Kaw).
125 AMT STK: 1. Dave Townsend (Yam); 2. Dave Fouquette (Kaw); 3. John Van Hook (Kaw).
125 AMT MOD: 1. Shawn Hilton (Kaw); 2. John Van Hook (Kaw); 3. Scott Bowden (Kaw).
250 BEG: 1. Ron Petica (Hon); 2. Matt Wagner (Suz); 3. Bill Slawson (Hon).
250 NOV STK: 1. John Randel (Hon); 2. Tracy Reeves (Kaw); 3. Jeff McKean (Yam).
250 AMT STK: 1. Dave Townsend (Yam); 2. Danny Jean (Hon); 3. Tony Leon (Hon).
250 MOD: 1. Bob Larive (Hon); 2. Tony Leon (Hon); 3. Charles Tate (Hon).
OPEN NOV: 1. Lacy Covert (Hon); 2. Mark Pflum (Hon); 3. Bill Robson (Hon).
OPEN AMT: 1. Bob Larive; 2. Ken Wood; 3. Ray Gorell (Yam).
OT NOV: 1. Rich D. Vine (Hon); 2. John Turner (Hus); 3. Rich Tipton (Hon).
OT AMT: 1. Tim Kennedy (Yam); 2. Wilfred Decker (Yam); 3. Rick Tabor (Hon).
125 EX: 1. Troy Blake (Kaw); 2. Chappy Blose (Kaw); 3. Scott Keyes (Kaw).
250 EX: 1. Bobby White (Hon); 2. Chappy Blose (Kaw); 3. Erik Kirk (Hon).

Cunningham captures Novice win at DeAnza

By Michael Gillies

SUNNYMEAD, CA, APR. 29

Suzuki Country's Todd Cunningham rode two very consistant motos today and walked away with the overall win in

the 250cc Novice class. Steve Crower (Kaw/Don Vesco) was Cunningham's major concern throughout the day, as he led both motos in the early stages but surrendered the lead to finish behind Cunningham each time out.

John Burr Cycles' Paul Dayton (Hon) shot his open bike into the first turn ahead of Crower and fellow open rider Ron Shuler (Yam). Cunningham was behind the open bikes taking a ration of roost. By the third lap, Crower led with Cunningham in hot pursuit after getting by the big bikes. Crower put up a good fight, but it wasn't quite enough to keep Cunningham in second, as a lap later, he came around in first and started riding at the limit with no traffic to contend with. Yamaha-mounted Mike Allen worked his way up from a last-place start to finish third behind Crower and Cunningham, who cruised through the checkers first with time to spare.

Yamaha-mounted Rob Carpenter won the drag race to the first turn in the second moto, with Crower, Shuler, Dayton and Ron Tohon (Hon) in tow. Cunningham was second to last in the first turn, but started a mad dash for the leaders during which he passed five riders in one lap. By lap two, Cunningham found himself in second behind Crower and started pressuring the Kawasaki pilot. Allen ran third in the 250cc class, but the Open riders were giving Allen fits by not letting him by to give him a chance at winning his own race. Cunningham took first away from Crower on lap four and started pulling a comfortable lead that carried him through the checkers in first again. Crower was second, but not without a good fight with Allen, who ended up third. Tohon was fourth overall with a 4-4.

Results

PEE WEE: 1. Jon Pauls (Yam); 2. Billy Valko (Yam); 3. Lee Ford (Yam).
DIV II: David Ochoa (Yam); 2. Eddie Moraga (Yam).
DIV III: 1. Ephraim Benjamin (Hon); 2. Lee Ford (Yam); 3. Jason Lentz (Hon).
JR CYCLES: 1. David Ochoa (Kaw).
MINI BEG: 1. Steven Tucker (Yam); 2. Jeb Brock (Yam); 3. Jeff Fine (Yam).
MINI NOV: 1. Mike Brooks (Yam); 2. Brian Beck (Kaw); 3. Larry Laye (Yam).
MINI INT: 1. David Foltz (Kaw); 2. Mike Wiese (Yam); 3. Ephraim Benjamin (Yam).
125 BEG: 1. Ken Maddux (Suz); 2. Kelly Pichel (Kaw); 3. Chris Salsbury (Hon).
125 NOV: 1. Daryn Walls (Kaw); 2. Joe Wolf (Kaw); 3. Michael Peters (Hon).
125 INT: 1. Jimmy Palmer (Kaw); 2. Kevin Montgomery (Suz); 3. Steve Skibel (Suz).
125 PRO: 1. Doug Duback (Suz); 2. Todd Baldwin (Suz); 3. Mark Denning (Kaw).
250 BEG: 1. Mike Johnson (Hon); 2. Gary Garman (Yam); 3. Mike Michetti (Hon).
250 NOV: 1. Todd Cunningham (Suz); 2. Steve Crower (Kaw); 3. Mike Allen (Yam).
250 INT: 1. Ron Lawson (Yam); 2. Tom Thomsen (Yam); 3. Keith Dysert (Suz).
250 PRO: 1. Colin Ryan (Yam); 2. Eric James (Hon); 3. Eddie Michetti (Hon).
OPEN BEG: 1. Greg Wilkins (Yam); 2. Jeff Wiedeman; 3. Mike Crough (Mai).
OPEN NOV: 1. Ron Shuler (Yam); 2. Paul Dayton (Hon); 3. Scot Paul (Hon).
OPEN INT: 1. Fred Heacock (Yam); 2. Dean Teaque (Mai); 3. Jim Caspio (Suz).
JR VETS: 1. Eruin Roke (Yam); 2. Mike Rodriquez (Suz); 3. John Dey (Hon).
INT VETS: 1. Hanenberg (Hon); 2. Earl Shuler (Yam); 3. Mike Brooks (Hus).
SR VETS: 1. Keith Dysert (Suz); 2. Paul Wilde (Yam); 3. Jim Smith (Hon).

Roskelley rambles to Alaska double win

By M.R. Edge

ANCHORAGE, AK, APR. 29

Jeff Roskelley returned from Florida to continue a winning streak at Alaska's Kincaid Park, in Anchorage. The Kawasaki Cycle Cache-sponsored rider took wins in both the 250cc Expert and Pro classes, without much effort.

Andy Workman (Kaw) made the long trek from Fairbanks to win the Mini Expert class. It wasn't easy

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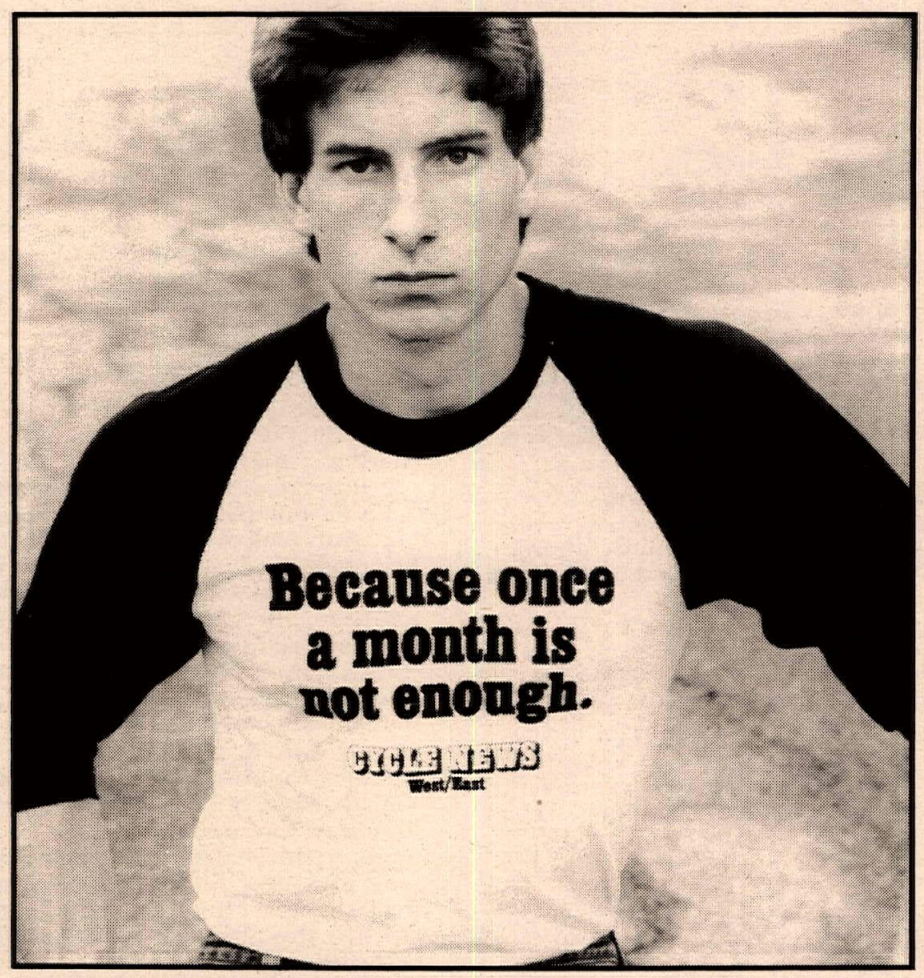

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PHOTO BY KEN STEIN

Many riders were stylin' over Saddleback's new table-top jump.

though, as Robb Butler (Kaw) diced with him the entire way. They took turns in the lead several times, but the first moto finish found Workman out front.

Workman had a little more breathing room in the second moto with Butler tangled in a first turn pileup. Butler restarted in dead last and worked his way through the pack in the large 125cc Novice class to garner third overall.

The 125cc Expert class yielded some of the most exciting racing of the day with Robb Butler's brother, Kelly, coming away with the overall win. Brent Battin (Hon) and Butler (Kaw) were never separated by more than three bikelengths the entire first moto. The two set an extremely fast pace that saw them pull away from the others with Battin holding the top position at the moto's end.

All eyes were focused on the start of moto two to see who would come out of the Battin/Butler duel. But Jeff Wells (Hon) took command off the start with a close pack of riders on his rear fender. Wells, who finished seventh in the first moto, began to tire quickly on the whooped sand track, and Kyle Schaub (Yam) used it to his advantage to take over the lead. Battin was next to try to make the move on Wells, but both riders went down in a horrific crash. Wells was able to eventually get back up and continue, but Battin, although not seriously hurt, was out for the day.

Meanwhile, Butler had moved up from the middle of the pack to challenge Schaub for the lead. It wasn't long before Butler got past, with Anchorage Cycle Sales-sponsored Ralph Blanchard right behind. The end of the moto saw Butler in front, with Blanchard second and Schaub third.

Tim Kelley (Yam) pulled the holeshot in moto one of the 250cc Experts and held the number one position until Suzuki Motorcycle and Marine's Jim Stewart passed him for the lead. Soon afterwards, Kelley's rear wheel started coming apart, relegating him to the middle of the pack. Stewart had the speed, but the sand sapped his strength and Roskelley motored by. Roskelley rode an incredible race, keeping the spectators in awe with his skill and stamina. Roskelley is a good bet this year to win the 250cc Expert state championship. Stewart was unable to race the second moto because of a pulled back muscle so Roskelley easily zapped the rest of the pack for another moto win and the overall for the day.

The big-bores hit the track with smooth riding Bruce Stingley (Hon) in top form. Stingley had to overcome falls and other riders but perservered for the 500cc Expert overall win. Many of the 500cc Experts were unhappy when they found out that Rosekelley plans to be on a 500 next time.

Anticipation lined the track with both Roskelley and Kelly Butler signed up for the Pro class. The first moto saw Roskelley pull the holeshot and put some ground between himself and a Stewart/Butler duel. By the time Butler got around Stewart, Roskelley was long gone.

Moto two was a different story. Butler made a spectacular pass off the big jump to take the lead from Roskelley on lap one. Roskelley pulled in tight and the two had a fierce dice for almost the entire moto. Roskelley was able to put out just a little more and pass Butler to take a well deserved first with Butler second.

Results

MINI NOV: 1. Andy Amarok (Kaw); 2. Scott Stafford (Kaw); 3. Damon Brown (Hon).
MINI EX: 1. Andy Workman (Kaw); 2. Robb Butler (Kaw); 3. David Cook (Kaw).
125 NOV: 1. Kirk Schaub (Kaw); 2. Canyon Hansen (Yam); 3. Lance Leneave (Hon).
125 EX: 1. Kelly Butler (Kaw); 2. Ralph Blanchard (Yam); 3. Kyle Schaub (Yam).
250 NOV: 1. Edwin Sims (KTM); 2. John Nelson (Kaw); 3. Bill Spencer (Kaw).
250 EX: 1. Jeff Roskelley (Kaw); 2. Kevin Schaub (Hon); 3. John Foote (Yam).
500 NOV: 1. Bill Snyder (Yam).
500 EX: 1. Bruce Stingley (Hon); 2. Jim Kuhn (Hon); 3. Ken Conde (Kaw).
PRO: 1. Jeff Roskelley (Kaw); 2. Kelly Butler (Kaw); 3. Jim Stewart (Suz).
VET: 1. Jamie Linxwiller (Yam); 2. Ron Soule (KTM); 3. Ray Kuipers (Hus).

Fisher hooks win at Saddleback MX

By Ken Stein

SADDLEBACK, CA, APR. 29

Honda rider Mike Fisher must have liked the changes made to the Saddleback track. He used the new table-top and hill to full advantage in today's Continental Motorsport Club racing picking up a pair of flag-to-flag wins in the 250cc class. He then complemented those victories with third overall in the 125cc division.

In the first 250cc moto, David Taylor's CR followed Fisher onto the track but lost second to Kurt Henricksen on the fourth lap as his YZ moved up from its fifth-place start.

In the second moto, Fisher wasted no time separating himself from the others. Some 15 seconds behind him, a fierce battle erupted as Henricksen wrested from Taylor only to lose it to Yamaha rider Mark Howell two laps from the finish.

Mike Beier rode his YZ125 to victory in his first Pro moto as Fisher edged by Paul Denis' Kawasaki halfway through the race to claim second.

Fisher holeshot the second moto, but Denis took over on lap five while Beier held third inverting the order of the first moto. Not willing to settle for third after his first-moto win, Beier moved in on Fisher. In the last corner of the race, he dove inside and nudged Fisher out across the finish, snatching first overall after Denis had already won the race.

Lance Smith's RM250 outpaced Yamaha shoe Mike Magallanes and the other Intermediates in the first moto. Smith may not have held the same fondness Fisher had for the track changes. He fell on the seventh lap after the table-top, at the bottom of the new hill, allowing Magallanes by. It took two laps for Smith to regain the lead.

It was "play it again, Lance" in the second moto as he lost traction and pirouetted 180° at the same spot on the fourth lap, again allowing Magallanes the lead for a pair of laps. Trying for a repass, Magallanes went down on lap eight, and Smith coasted home for the easy win.

Results

500 PRO: 1. Scott Manning (Yam); 2. Richard Sands (Hon); 3. Mark Howell (Yam).
250 PRO: 1. Mike Fisher (Hon); 2. Kurt Henricksen (Yam); 3. Robbie Brown (Yam).
125 PRO: 1. Mike Beier (Yam); 2. Paul Denis (Kaw); 3. Mike Fisher (Hon).
500 INT: 1. Frank LaVres (Hon).
250 INT: 1. Lance Smith (Suz); 2. Greg Wagner (Yam); 3. David Bowman (Yam).
125 INT: 1. Cory Falter (Suz); 2. Gilbert Valdez (Suz); 3. Terry Szucsko (Kaw).
500 JR: 1. Brad Bregoff (Hon); 2. Mark Storr (Hon); 3. David Dicorato (Yam).
250 JR: 1. Loren Pochirowski (Hon); 2. Mike Hooker (Hus); 3. Jim Strickland (Hon).
125 JR: 1. Scott McDonough (Kaw); 2. Giovanni Spinali (KTM); 3. Mike Herrle (Hon).
500 NOV: 1. Don Sliger (Kaw).
250 NOV: 1. Chuck Lange (Suz); 2. Denis Sanford (Hon); 3. Scott Adams (Hon).
125 NOV: 1. Tad Cates (Yam); 2. Jeff Orozco (Kaw); 3. Shawn Campbell (Hon).
MINI EX: 1. Brad Kadau (Kaw); 2. Michael Craig (Yam).
MINI INT: 1. Ron West (Suz); 2. Mike Burdette (Kaw); 3. Dax Billings (Yam).
MINI JR: 1. Chris Broders (Kaw); 2. Eric Bisbee (Kaw); 3. Shiloh Tate (Kaw).
MINI NOV: 1. Gary Hedding (Yam); 2. Kevin Koen (Kaw); 3. Wesley Klein (Kaw).
VET MASTER: 1. Jody Weisel (Yam).
VET SPORTSMAN: 1. John Tartaglia (Mai); 2. Art Mobley (Hus); 3. Dave Fleming (Suz).
OT MASTER: 1. Chuck Minert (Hon).

Molder, Stork strike at Spearfish MX

By Brian George

SPEARFISH, SD, APR. 21

In the Professional ranks, Billy Stork took his Rex Conrad-prepared Hondas to overall wins in both the 125 and 250cc Pro classes, while in the Open Pros, Dave Molder nursed a still-injured ankle to take that overall on his American Honda/Rice Cycles CR500.

First out of the gate were the 250s, and Stork took control immediately. Molder, Curt Hyde, and Tom Peters trailed, but Stork was in total command from the first lap on. The entire moto was spent with Stork stretching out his margin, while Molder went down and had to settle for fourth at the end behind Hyde and Peters.

In round two a wild start saw Molder take the early lead, and Stork suffer a mid-pack start. Going into the first turn, Mark Harwood endoed, forcing Stork off the track and down a 10 foot drop-off. While Molder went on ahead, Stork returned to begin picking off riders right and left. Although Molder had enough of a lead to roll across with the moto win, Stork picked off Peters in the final lap to take second and the overall win.

In a packed 125cc Pro first moto, Stork and Molder got out ahead of Ladd Poitra early on. Stork proved to be too much for the injured Molder to stay with, and motored off for the moto win. Molder built a comfortable margin in second over Poitra as the two headed into the final laps, and Poitra thought he had a comfortable third. However, Tom Peters reeled in Poitra at the white flag, and moved around Poitra in the final feet to take third place.

Stork again rocketed out into the lead of the second moto, with Molder and Poitra running two-three in the early stages of the race, while Peters moved in to his fourth place position as in the first round. The leading foursome each held their respective positions to the wire, setting the overall top four, the same as the moto finish.

As for the Open Pros, Molder ran off and hid from the pack both motos for the overall. In round one, Peters took the holeshot but within the first lap, Molder went out in front and proceeded to build an insurmountable lead over the Yamaha of Peters, while Lynn Hyde motored around in third late in the moto. The leading duo came across one-two, but in the final lap, Hyde dropped way back to fourth, giving Bicek the third place spot.

In round two, Molder again took command early from Peters, while Hyde ran up front, and the trio appeared to be settled into their positions for the entire moto. Molder walked off with the overall, while Peters came in a comfortable second. Once more, on the final lap, Hyde went down. This time, both Bicek and Elgard went by, relegating Hyde to fifth.

Results

125 PRO: 1. Billy Stork (Hon), Dave Molder (Hon); 3. Ladd Poitra (Yam).
250 PRO: 1. Billy Stork (Hon); 2. Dave Molder (Hon); 3. Tom Peters (Yam).
500 PRO: 1. Dave Molder (Hon); 2. Tom Peters (Yam); 3. Perry Bicek (Hon).

125 B: 1. Todd Willis (Hon); 2. Danny Hendrikson (Suz); 3. Ty Tisher (Kaw).
250 B: 1. Todd Willis (Hon); 2. Kevin Ehnes (Yam); 3. Todd Schoenberner (Hon).
125 C: 1. Chad Lundstrom (Kaw); 2. Rich Lundstrom (Hon); 3. Cody Bendigo (Hon).
MINI A: 1. Mark Mueller (Hon); 2. Scott Jensen (Kaw); 3. Scott Ray (Kaw).
MINI B: 1. Rick Furman (Kaw); 2. Ron Harlan (Yam); 3. Beau Bendigo (Hon).
MINI C: 1. Mike Ladner (Kaw); 2. Marc Douglas (Suz); 3. Jason Soderberg (Yam).
60: 1. Rick Furman (Kaw); 2. Ryan Shuff (Yam).
VET: 1. Perry Bicek (Hon); 2. David Stout (Yam); 3. Fred Sletten (Yam).
OLD IRON: 1. Troy Pock (Hon); 2. Tim Cleveringa (Kaw); 3. Kelly Ragels (Yam).
ENDURO: 1. Jeff Johnson (Kaw); 2. Wade Johnson (Kaw); 3. Pat Conner (Yam).

Stork scores another double at SD MX

By Brian George

RAPID CITY, SD, APR. 22

Billy Stork again dominated the 125 and 250cc Pro classes, since Dave Molder is out with his ankle in a splint. This gave the other Open Pro riders some hope for an overall win. Lynn Hyde took advantage of the opportunity, as he rode to the overall win in that category.

Stork jumped into the early lead of the 250cc Pros while Brian George, Stace Waugh and Curt Hyde gave chase. Immediately, Stork began to pull away. Waugh and Curt Hyde slipped past George in the opening lap, then George went down, allowing Lynn Hyde, Denley Johnson and Greg Hyde by. The remainder of the moto was an easy win for Stork, who motored to a comfortable win ahead of Waugh, Curt Hyde and Lynn Hyde.

Round two saw Stork take the lead out of the gate, and once more walk away with the moto. This time, Greg Hyde and Lynn Hyde gave chase, with Todd Willis close behind. At the wire, it was Stork with the win ahead of Greg Hyde and Lynn Hyde.

When the 125cc Pros took off the line for their first moto, Stork and Ladd Poitra battled for the lead. The duo pushed each other around for the first few laps, but Stork wheeled out in front and managed to hold back Poitra early on. As the moto progressed, Stork stretched the margin over Poitra, who in turn was comfortably ahead of Waugh and Greg Hyde. At the wire it was the same leading order; Stork, Poitra, Waugh and Hyde.

Moto two found a retake of the first start, as the pack headed through the first turn, with Poitra and Stork battling. Stork went into the lead early, and from that time the race was as good as over. Stork ran to the checkered flag virtually untouched, while Poitra put in a consistent ride for second in the moto and overalls.

Jeff Johnson took the holeshot in the first Open Pro moto ahead of Lynn Hyde, Greg Chicoine, and Al Hermanson, and immediately the two leaders began a battle for the lead that separated them from the pack. Hyde tried desperately in the opening laps to get by Johnson, but the leader held firm. Hyde worked inside of Johnson to take over first place by the halfway mark in the moto, and the rest of the laps Hyde spent increasing that lead. At the flag, Hyde rolled in the easy winner over Johnson, while Chicoine came across in third. Fourth went to Hermanson, while Bicek had to settle for sixth after stalling a few time.

Round two saw Hyde take the holeshot with Hermanson and Bicek in tow, and Johnson off in dead last. Hyde wasted no time in putting some distance between himself and the battle for second, which was going to Bicek. Johnson continued to work his way steadily through the backmarkers, and in the final laps slipped by Chicoine for fourth. The top three slots went to Hyde, Bicek and Hermanson.

Results

125 PRO: 1. Billy Stork (Hon); 2. Ladd Poitra (Yam); 3. Greg Hyde (Hon).
250 PRO: 1. Billy Stork (Hon); 2. Lynne Hyde (Hon); 3. Greg Hyde (Hon).
500 PRO: 1. Lynn Hyde (Hon); 2. Jeff Johnson (Hon); 3. Perry Bicek (Hon).
125 B: 1. Kevin Ehnes (Yam); 2. Ty Tisher (Kaw); 3. Rodney Weisser (Kaw).
125 C: 1. Chad Lundstrom (Kaw); 2. Phil Garhardt (Yam); 3. Mark Moore (Hon).
250 B: 1. Jim Winchester (Cag); 2. Darwin Stevens (Kaw); 3. Todd Schoenberner (Hon).
VET: 1. David Stout (Yam); 2. Bob Bailey (Hon).
60: 1. Rick Furman (Kaw); 2. Ryan Shuff (Yam).
ENDURO: 1. Jeff Johnson (Kaw); 2. Andy Knapp (Hon); 3. Wade Johnson (Kaw).
MINI A: 1. Bradley Wagner (Kaw); 2. Scott Jensen (Kaw); 3. Dan Hanson (Kaw).
MINI B: 1. Rick Furman (Kaw); 2. Glen Goodell (Kaw); 3. Les Williams (Yam).
MINI C: 1. John Nelson (Hon); 2. Ken Marsh (Hon); 3. Mark Schoenfelder (Kaw).

Roskelley wins Alaska snowcross

By M.R. Edge

ANCHORAGE, AK, APR. 22

Jeff Roskelley spent the winter racing in Florida and returned to Alaska to show the locals what he had learned. The Alaska Motorcycle Racing Association held its first motocross of the year on a track with four inches of snow on it. The churning of knobby tires, along with the sun, melted the snow by the second round of motos.

Roskelley won today's Pro class, an open displacement class where racers compete for money. The first moto saw Roskelly holeshot the start, but a frozen patch of mud sent him on his head. Erik Munson (Yam) inherited the lead, and was unbelievably fast and stylish. However, a spectacular crash left him last.

A remounted Roskelley worked up to second, but had a hard time trying to pass fellow Kawasaki Cycle Cache-sponsored rider Kelly Butler. Butler was riding an outstanding race. Roskelley went down one more time, remounted and again began challenging Butler. Eventually, Roskelley edged past Butler. Meanwhile Munson was working his tweaked bike through the pack. Munson accompanied Roskelley to Florida, and their winter training definitely was an advantage. Munson got up to fourth place by the end of the moto, with Roskelley in first and Butler in second.

The start of the second moto was a replay of the first, with Roskelley in the lead. Butler was glued to his rear fender for the first few laps, but Roskelley pulled away and took the checkered flag. Butler took second, and a distant third was Alaskan veteran Jim Stewart. Stewart, sponsored by Suzuki Motorcycle and Marine of Anchorage, managed third overall, through consistant riding. Munson was unable to race the second moto due to the condition of his bike.

Both Butler and Stewart also raced in the 125cc and 250cc Expert classes, respectively, and completely dominated each moto. Roskelley decided to limit himself to the money class only.

Bruce Stingley (Hon) had some tough competition in the 500cc Expert class from Ken Conde (Kaw) and Jim Kuhn (Hon) but his smooth and fast riding gave him a well deserved first in both motos.

Results

MINI NOV: 1. Scott Stafford (Kaw); 2. Jason Schmidt (Hon); 3. Damon Brown (Hon).
MINI EX: 1. Robb Butler (Kaw); 2. David Cook (Kaw); 3. Kelly Styles (Kaw).
125 NOV: 1. Donny Russell (KTM); 2. Lance Leneave (Hon); 3. Canyon Hansen (Yam).
125 EX: 1. Kelly Butler (Kaw); 2. Brent Battin (Hon); 3. Joe Good (KTM).
250 NOV: 1. Francis Good (Yam); 2. Edwin Sims (KTM); 3. John Nelson (Kaw).
250 EX: 1. Jim Stewart (Suz); 2. Brian Burt (Kaw); 3. John Foote (Yam).
500 EX: 1. Bruce Stingley (Hon); 2. Jim Kuhn (Hon); 3. Brad Bomhoff (Hon).
PRO: 1. Jeff Roskelley (Kaw); 2. Kelly Butler (Kaw); 3. Jim Stewart (Suz).

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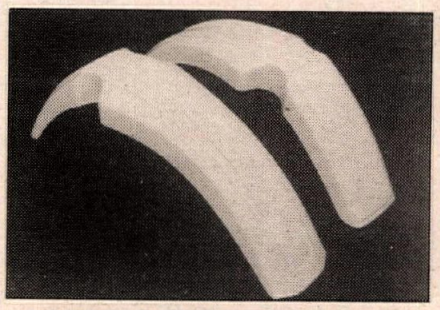

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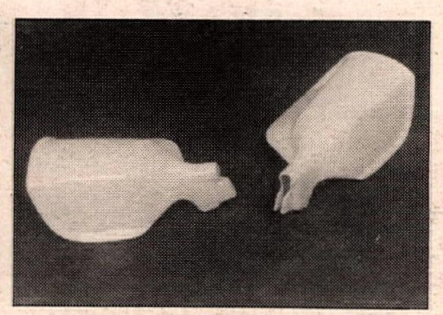

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PHOTO BY NATE RAUBA

Tim Slayton (22s) pursues two lapped riders at Corona. Slayton topped the 125cc Novice class.

Pitzonka, Silkwood dice in Corona

By Nate Rauba

CORONA, CA, APR. 27

Rincon Kawasaki's Paul Pitzonka and Tim Silkwood (Hon) traded wins in Open Novice competition at Corona Raceway tonight with Pitzonka getting the all-important second moto victory to take the overall win.

Pitzonka dove underneath Silkwood in the first turn to take the lead in moto one, and Jim Rader (Hon) got by Husqvarna-mounted Dudley Pratt on the opening lap to make it a three-way battle for the lead. At the beginning of lap two, Rader cut under Silkwood in a turn only to fall a short distance later in the next corner. Silkwood was too close to miss the fallen bike and tried using it for traction, but he also went down. Pitzonka enjoyed a healthy lead for a couple of laps until Rader, who had restarted first, and Silkwood closed the gap with two laps remaining. Rader was the first to apply pressure to Pitzonka but was shut off in a turn and killed his engine, allowing Silkwood to go by. Silkwood kept the pressure on though and passed Pitzonka before they completed the circuit. Silkwood went on unchallenged to the checkers, with Pitzonka second and Rader third.

Again, in the second moto, Silkwood led the start only to have Pitzonka steal the lead in the first turn. Pitzonka was pressured for most of the first lap until Silkwood went down, then once again was in command with a good lead. Silkwood made up the distance in a few laps, though, and was close again at mid-moto, but Pitzonka held him off all the way to the checkered flag to take the win and first overall.

Best Ever Termite-sponsored Kevin Bussey took two classes tonight, first winning the Mini Novice class, then stepping off the 80 and on to a 60 to win the Pee Wee 10 and Older class. Bussey shot into the lead of the first Pee Wee moto ahead of PJ1's Jacob Swain (Kaw), Ben Phalen (Kaw), and Jarrett Austin (Kaw). Swain passed on the first lap, was repassed, then got by briefly once again before Bussey took control. Swain hounded Bussey for most of the race until they started lapping slower riders. That allowed Bussey to gain some ground and finish a few seconds ahead of Swain.

Moto two looked to be a repeat of the first as Swain and Bussey went into turn one side by side. Swain came out of the corner with the lead, but Bussey passed him in the second turn then proceeded to open up a little distance. Throughout the moto Bussey maintained a comfortable lead, and it wasn't until the final lap that Swain managed to close in. He couldn't get close enough, though, but still won the Nine and Under division.

Results

PEE WEE 9-: 1. Jacob Swain (Kaw); 2. Ben Phalen (Kaw); 3. Chris Comer (Kaw).
PEE WEE 10+: 1. Kevin Bussey (Kaw); 2. Jeff Lewis (Kaw); 3. Jarrett Austin (Kaw).
MINI BEG 12-: 1. Darin Green (Yam); 2. Derek Conner (Kaw); 3. James McAndrew (Yam).
MINI BEG 13+: 1. Dennis Urban (Yam); 2. Scott Shafer (Yam); 3. Kevin Yamauchi (Kaw).
MINI NOV: 1. Kevin Bussey (Yam); 2. Larry Laye (Yam); 3. Brandon Sperling (Yam).
MINI INT: 1. Ron Jordan (Kaw).
125 BEG I: 1. Philip Gould (Kaw); 2. Keith Evers (Suz); 3. Dave Alvarez (Hon).
125 BEG II: 1. Jerry Jetton (Suz); 2. Steve Fields (Suz); 3. Steve Young (Yam).
125 NOV: 1. Tim Slayton (Yam); 2. B.J. Millspaugh (Yam); 3. Don Marralli (Suz).
125 INT: 1. Terry Szucsko (Kaw); 2. Gary Lacy (Hon); 3. Kenny Bish (Yam).
250 BEG: 1. Mike Toby (Yam); 2. Rocky Anthony (Hon); 3. Doug Miller (Yam).
250 NOV: 1. Brett Manley (Hon); 2. Todd Johnson (Hon); 3. Rich Mihalic (Hon).
250 INT: 1. Bruce Harcrow (Hon); 2. Ron Lawson (Yam); 3. Rob Hall (Hon).
OPEN BEG: 1. Robert Temple (Mai); 2. Daniel Cukar (Suz); 3. Brian Sutton (Hon).
OPEN NOV: 1. Paul Pitzonka (Kaw); 2. Tim Silkwood (Hon); 3. Jim Rader (Hon).
OPEN INT: 1. Dean Wilkinson (Hon); 2. Bob Tippit (Kaw).
COMB PRO: 1. Mark Decker (Yam); 2. Eddie Michetti (Suz); 3. Chris Fleming (Suz).

Dymond sparkles at Saddleback Spring Classic

By Terry Whytal

ORANGE, CA, APR. 21

Factory Husqvarna pilot Mickey Dymond captured the top honors in the 250cc Pro class at the second round of the annual Saddleback Spring Classic.

Dymond traded moto wins with an improving Honda rider, Ed Arnet. Arnet powered to the first-moto win with Dymond trailing for the runner-up position.

Round two action saw a reverse of the first moto finish giving Dymond the overall victory. Suzuki rider Doug O'Donnell finished a strong third against the local field with Yamaha-mounted Kurt Henricksen picking up fourth.

In the chase for the $5000 in amateur prizes donated by fine companies such as Hi Point; Bell; O'Neal; Sinisalo; Scott USA; Motocross Action; Answer; Bel-Ray; Pro Circuit; Malcolm Smith and White Bros.; Casey McCoy bested the Open Intermediate class with two-moto wins on board his Honda. KTM rider Shawn Davis chased McCoy to the checkers with Fulton Tidwell pushing his Honda to third overall.

Honda pilot Loren Pochlrowski topped the 250cc Novice contest with a 2-1 score. Tracy Hrach danced his Yamaha to the second-place overall position with Andy Barth rounding out the top three on his Yamaha.

Maico master Jon Miller continued his domination of the Vet Expert class as he swept both motos from a tough field of Veteran racers. Tom White of White Bros. fame chased Miller to the checkers in each moto but had to settle for the runner-up slot at days end.

Results

OPEN PRO: 1. Bruce McDougal (Hon); 2. Scott Morgan (Hon); 3. Dan Berg (Hon).
250 PRO: 1. Mickey Dymond (Hus); 2. Ed Arnet (Hon); 3. Doug O'Donnell (Suz).
125 PRO: 1. Gary Denton (Suz); 2. Mark Toyama (Yam); 3. Billy Frank (Yam).
OPEN INT: 1. Casey McCoy (Hon); 2. Shawn Davis (KTM); 3. Fulton Tidwell (Hon).
250 INT: 1. Tibor Papp (Hon); 2. Tony Spear (Suz); 3. Juan Psoca (Yam).
125 INT: 1. Jason Neuman (Yam); 2. Jeff Barbacovi (Yam); 3. Billy Neilsen (Hon).
OPEN NOV: 1. Marc Cummins (Hon); 2. Rich Barton (Mai); 3. Greg Keim (Hon).
250 NOV: 1. Loren Polchlowski (Hon); 2. Tracy Hrach (Yam); 3. Andy Barth (Yam).
125 NOV: 1. Curt Trimble (Hon); 2. Johnny Callis (Suz); 3. Scott McElroy (Hon).
OPEN BEG: 1. Rick Sanford (Hon); 2. Ron Lingo (Hon); 3. Daniel Mossberg (Hon).
250 BEG: 1. David O'Clenes (Hon); 2. Mike Bova (Hon); 3. Craig Carlson (Yam).
125 BEG: 1. Jeff Neal (Hon); 2. Kieth Shigeta (Yam); 3. Israel Lopez (Yam).
VET EX: 1. Jon Miller (Mai); 2. Tom White (Yam); 3. Jim O'Neal (Hon).
VET INT: 1. Benght Johansson (Hon); 2. Stephen Clark (Hon).
VET NOV: 1. Bret Leef (Hon); 2. Robert Dykmans (Suz); 3. Chuck Rowe (Suz).
WOMENS EX: 1. Karen Leitinger (Hon); 2. Kitty Mayfield (Suz); 3. Debbie Mathews (Yam).
MINI NOV: 1. Jon Levey (Kaw); 2. Eric Litzenberg (Suz); 3. Brandon Sperling (Yam).
MINI BEG: 1. Jeff Fine (Yam); 2. Charles Vice (Suz); 3. Willy Drake (Yam).

Polson pulls Hillside ST victory

By M. Orr

BOYD, TX, APR. 21

Chad McCracken started off the 80cc Senior short track heat leading the first lap, only to fall and see Mike Hale take over for the win. Scott Williams took the lead in the main, followed by McCracken and Hale. Hale took over second going down the backstraight on lap one, then passed Williams on the second lap by getting inside in turn one. On the third lap, Hale slid down coming out of the number two corner, and Williams took over to lead Trace Polson and McCracken for the next five laps. Polson got a good drive off the number four corner on the last lap to take the flag for the win. Williams finished second only half a wheel behind, and third place went to McCracken, with Hale in fourth.

The 250cc Junior short track events ran without spills, with fast heat wins going to Alan Powers and Polson. Polson got the holeshot in the main, but Powers took over the lead going down the back chute. After going into the first corner in fifth place, Willie McCoy passed Tommy Brooks and Roberts on the back side of the track to run third. On lap four, McCoy took the inside coming out of turn two to take over second from Polson. McCoy then chased Powers, but was unable to get by him until the last corner of the last lap, when both leaders came up on a lapped rider. McCoy took the outside and Powers tried the inside. Powers hit loose dirt on the corner while McCoy got a drive off the outside and took the win by inches.

Scott Scherb took the early lead in the Open Senior short track main followed by Gary Kidd, Charlie Orr and Terry Poovey. Kidd's bike quit on the first lap and Poovey passed Orr in turn three to move into second place. On lap two, Poovey passed Scherb on the outside for the lead. Lap four saw Orr pass Scherb for second with a move to the outside on turn four. The riders then held positions until lap seven, when the race had to be red flagged. An accident was caused by Kenny Tolbert, in sixth position, who got sideways coming out of turn two. The riders behind him were riding so close they couldn't see him going down, nor could they avoid hitting him, the fence, or each other. With five riders down, the race was called at the end of six laps. The win went to Poovey, followed by Orr, Scherb and Rusty Gourley.

In the 125cc TT race, Bobby Shaw got a chance to study the style of his protege Ed Meyer as he watched Meyer's rear fender from start to finish. Shaw tried on every corner for a pass, using every available line, but Meyer continued to hold him off, all the way to the flag.

The Open Junior TT main also had to be red flagged at the end of lap one as the two leaders, Mike Carroll and Kirk Tyer, locked handlebars and went down in the right hand turn. Both riders were somewhat shaken up, but able to make the restart after a little handlebar straightening by their pit crew. Tyer pulled into second on the restart, behind Dean Drozd, with Kerry Wood coming out in third and Carroll fourth. David Hatcher and Carroll swapped positions on every lap, and after Wood dropped out with a flat tire, Hatcher moved up to third place, with Carroll fourth. At the finish, Drozd held the lead, followed by Tyer.

Results

SHORT TRACK
TROPHY DASH: 1. Terry Poovey (H-D); 2. Duane Duvall (Hon); 3. Kenny Tolbert (H-D).
50: 1. P.J. Webster (Yam); 2. Todd Way (Yam); 3. Joe Gilbert Jr. (Yam).
80: 1. Trace Polson (Hon); 2. Scott Williams (Hon); 3. Chad McCracken (Yam).
125: 1. Scott Scherb (Hon); 2. Mike Hale (Yam); 3. Trace Polson (Yam).
250 JR: 1. Willie McCoy (Hon); 2. Alan Powers (Yam); 3. Trace Polson (Hon).
250 SR: 1. Charlie Orr (Hon); 2. Eldon Hultgren (KTM); 3. Craig Louis (Yam).
OPEN JR: 1. James Huddleston (Yam); 2. Fred Debrick (Hon); 3. Alan Powers (Yam).
OPEN SR: 1. Terry Poovey (H-D); 2. Charlie Orr (Hon); 3. Scott Scherb (Hon).
TT
50: 1. Todd Way (Yam); 2. P.J. Webster (Yam); 3. Joe Gilbert Jr. (Yam).
60: 1. Tim Kay (Hon); 2. Glen Bolls (Yam); 3. Derick Whitener (Hon).
80 JR: 1. Chad McCracken (Yam); 2. Bryan Grauman (Hon); 3. Glen Bolls (Yam).
80 SR: 1. Mike Hale (Yam); 2. Clayton Hull (Suz); 3. Trace Polson (Hon).
125: 1. Ed Meyer (Suz); 2. Bobby Shaw (Suz); 3. Gary Prochaska (Suz).
250 JR: 1. Bobby Shaw (Suz); 2. Kevin Switzer (Suz); 3. Mike George (Hon).
OPEN JR: 1. Dean Drozd (Yam); 2. Kirk Tyer (Yam); 3. David Hatcher (Hon).
OPEN SR: 1. Terry Poovey (H-D); 2. Gary Kidd (Hon); 3. Kenny Tolbert (H-D).
OVER 30: 1. Tommy West (Yam); 2. Harry Rardin (Hon).

Wynne smokes Intermediates at Spillway

By Jim Pluhar

SANTA MARIA, CA, APR. 22

Shawn Wynne grabbed back to back wins in the 125cc Intermediate today at Spillway Park to capture his division at the Easter special. Sue Fish, a well known lady rider from Santa Barbara, was off the pace all day and had to settle for last in her class after a fall in the fourth lap of the second moto.

Paul Blomquest took eight laps to gain the lead in the first moto for the 125cc Junior division but dominated in the second moto to gain the victory. Tim Pilg of Arroyo Grande ran a comfortable second for the day.

There was some good action in the 250cc Pro class between Tony Toste

and Mike Pryor. In the first event, Pryor grabbed the lead on the third circuit and fought Toste wheel-to-wheel all the way to the checkered flag. Toste tried to gain the win but crashed into the back of Pryor's mount and went down right at the finish line. Their second match up was equally close until lap five of the 10 lap event, when Toste got by Pryor and never looked back. Both riders finished with a total of three points, but Toste won the day with the better second moto finish.

Results

125 JR: 1. Paul Blomquest (Suz); 2. Tim Pilg (Cag); 3. Keith Goodwin (Suz).
125 INT: 1. Shawn Wynne (Yam); 2. Troy Pryor (Suz); 3. Sue Fish (Yam).
80 NOV: 1. Larry Ashbrook (Kaw).
80 JR: 1. Torey Rolland (Kaw); 2. Seth Paulsen (Kaw); 3. Russell Pryor (Suz).
250 JR: 1. Darin Vanderpool (Kaw); 2. Cris Cockrum (Hon); 3. Tim Pilg (Cag).
250 INT: 1. Mike Wilson (Yam).
250 PRO: 1. Tony Toste (Suz); 2. Mike Pryor (Suz).
OPEN JR: 1. Mike Slusher (Hus); 2. Chuck Dalton (Yam); 3. Richard Bliss (Mai).
OPEN INT: 1. Craig Lane (Hon).

Zitterkopf, Turner head Kyle Fleming Memorial MX at Firebird

By John Burrus

PHOENIX, AZ, APR. 21-22

Kawasaki-mounted, Sinasalo's Greg Zitterkopf and Cagiva's hotshoe "Radical" Ron Turner were top Pros at the second annual Kyle Fleming Memorial motocross at Firebird Raceway in Phoenix. This Easter weekend race was a memorial event in honor of team Suzuki's Mini stars Kyle Fleming, Bruce Bunch and Rick Hemme, who were tragically killed in an auto accident following the Minicycle Grand National Championship in Ponca City two years ago. Today's race was a huge success with over 60 sponsors and nearly 300 racers entered.

In the Open Expert competition, there was a tough duel between Zitterkopf and Bryan Hayes. Zitterkopf took an early lead in the first moto but was heavily pursued by Hayes. Hayes stayed close to the Kawasaki pilot but began to fade near the end of the race. Richard Sands started to pressure Hayes during the last few laps and eventually took control of the second spot. Zitterkopf easily took the win ahead of Sands and Hayes.

Zitterkopf had it even easier in the second moto leading from start to finish without a hitch. This time Hayes managed to hold onto second long enough to capture second overall. James George, who placed fourth in the first moto, finished third in the second round for third overall.

Turner kept busy today topping both the 125cc and 250cc Expert class. In the 125cc race, Turner had a bad start, while Troy Blake ran off with the holeshot. Turner spent the whole moto picking his way through traffic and finally ended up in third behind local favorite Drey Dircks.

The Cagiva pilot made up for his first moto start in the second round with the holeshot and had a clear shot at the checkered flag. Turner finished 14 seconds ahead of second-place finisher Dircks. Blake dropped out of the race handing Robert Mason third.

The first 250cc Expert moto was red flagged halfway through the moto after a first turn pile-up, and a series of bad crashes a few laps later. The restart saw Turner again turning in the fastest lap times during the moto taking the win ahead of Dircks and Mason.

Turner took a fair start in the second moto but had the lead by the end of the first lap. He opened up a large advantage which Turner put to good use: With only a few laps remaining, Turner's rear brake failed, but he had enough insurance to take the win. Dircks again finished second while Ron Watmore settled in third.

Jenssen jams at Training Wheels enduro

By Jim Bowman

GEORGETOWN, CA, APR. 15

Honda-mounted Eric Jenssen led his Napa Valley Climbers club teammates to the overall and a couple of class wins at the District 36 Training Wheels family enduro today. Jenssen finished with a score of zero minutes lost, to tie with David Vossler, teammate Mark Locey, Peter Prichard and Doug Hammes. Jenssen was awarded the overall win, though, with his score of four seconds. Another of Jenssen's teammates Bill Bulotti won the Old Timer class with the top score of one point.

While the Sportsman class riders were counting seconds, the wives of the sportsman riders took to the trails to count minutes. The trails were challenging to the Powder Puff class riders, and it was no surprise when Linda Dart emerged at the head of her class after losing one point on the 58-mile course. Linda has won her class at other family enduros and also repeated another of her past achievements by winning the class A Husband/Wife team trophy with husband Bill.

Taking the class B Husband/Wife team trophy was the second place Power Puff rider Julie Duffek and her boyfriend Scott Taggart, who has been terrorizing the B class at the District 36 sportsman enduros lately. Peggy Nichols was the third place Powder Puff rider with eight points, five points behind Duffek and six points ahead of Carol Bowman. Duane and Paulette Purdue claimed the class C Husband/Wife team trophy with the combined score of 39.

The mixture of fairly tight trails and easy fireroads were used by not only the wives and sportsman, but the children as well. Jason Howe won the age 11-13 class by a full minute over Paul Cameron, who was two minutes ahead of Steve Swanson. Cameron still went home with a first place trophy though, as he and father Fred earned the class A Parent/Child team brass.

There were four entries in the age 7-10 class and they all gave it their best to finish. With 34 points, winner Teddy Harmon found the course a little challenging, and Damien Shanoian found it equally difficult on his way to the runner-up honors with a score just 22 seconds slower. Patrick Cope can be proud of surviving 385 points worth of effort to reach the finish line and his finisher pins. •

Results

OVERALL: 1. Eric Jenssen (Hon).
A: 1. Eric Jenssen (Hon); 2. Mark Locey (Hon); 3. Peter Prichard (Yam).
B: 1. David Vossler; 2. Roger Delight (KTM); 3. Robert Shannon (KTM).
C: 1. Doug Hammes (Hon); 2. Marty Blankenship (Hon); 3. Monty Blankenship (Kaw).
OT: 1. Bill Bulotti (Yam); 2. Fred Cameron (SWM); 3. Guy Parriott (Hon).
PP: 1. Linda Dart (Hon); 2. Julie Duffek (Yam); 3. Peggy Nichols.
11-13: 1. Jason Howe (Hon); 2. Paul Cameron (Suz); 3. Steve Swanson (Suz).
7-10: 1. Teddy Harmon (Yam); 2. Damien Shanoian (Yam); 3. Charles Wolfe (Yam); 4. Patrick Cope (Hon).
A HUS/WIFE: 1. Bill and Linda Dart (KTM/Hon).
B HUS/WIFE: 1. Scott Taggart (Hus) and Julie Duffek (Yam).
C HUS/WIFE: 1. Duane and Paulette Purdue.
A PAR/CHILD: 1. Fred and Paul Cameron (SWM/Suz).
B PAR/CHILD: 1. John and Mary Blankenship.
C PAR/CHILD: 1. Ronald M. and Ronald G. Radicali.

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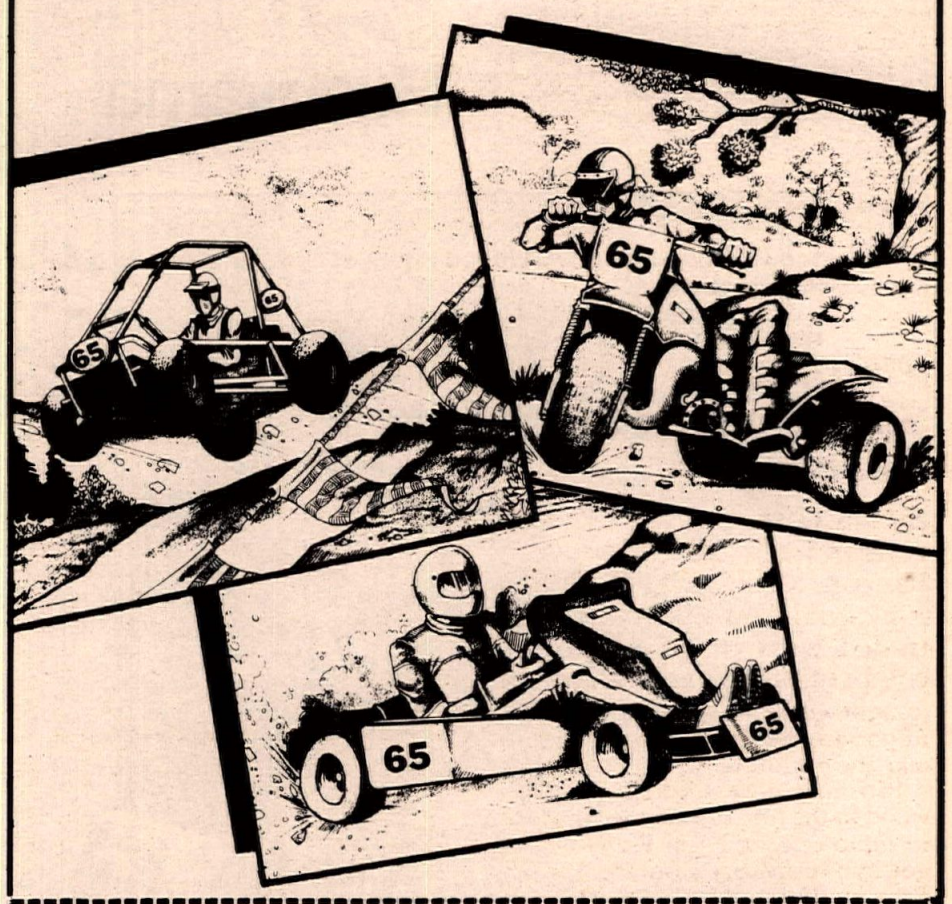

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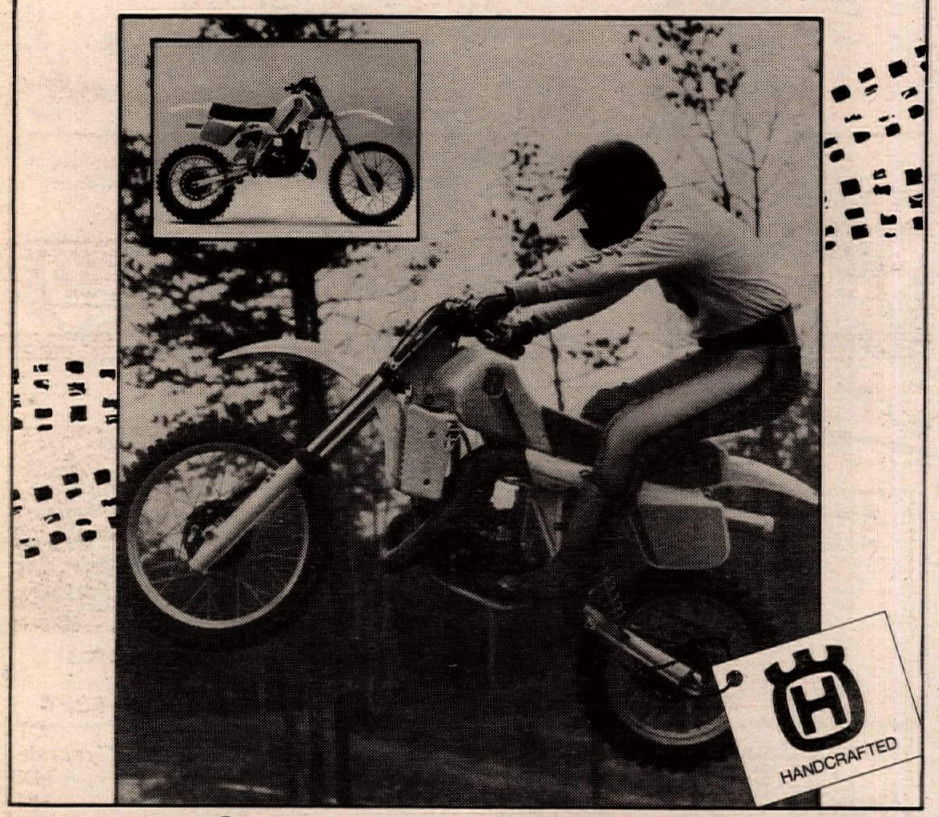

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AFM

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CALENDAR

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CHAMPIONSHIP EVENTS

1984 Grand National Camel Pro Series

5/20	M/Springfield, IL
6/2	HM/Louisville, KY
6/9	HM/Harrington, DE
6/8-10	RR/Elkhart Lake, WI
6/16-17	RR/Loudon, NH
6/22	TT/Hinsdale, IL
6/23-24	RR/Pocono, PA
6/30	HM/Lima, OH
7/7	ST/St. Louis, MO
7/14	HM/Hagerstown, MD
7/21-22	RR/Monterey, CA
7/28	M/Du Quion, IL
8/5	M/Chicago, IL
8/12	TT/Peoria, IL
8/18-19	RR/Sonoma, CA
8/25-26	M/Indianapolis, IN
9/1-2	RR/Brainerd, MN
9/9	M/Syracuse, NY
9/16	M/San Jose, CA
9/21	HM/Gardena, CA
9/22	5/8M/Los Alamitos, CA
9/29-30	RR/Lexington, OH
10/6	M/Sacramento, CA
10/14	M/Springfield, IL

Insport/Wrangler Supercross Series

5/19	Orlando, FL
6/2	Pasadena, CA
7/14	Buffalo, NY
7/28	Foxboro, MA
TBA	San Francisco Bay Area
TBA	Los Angeles Area
TBA	San Diego Area

AMA/Bel-Ray Motocross Series

5/27	Mt. Morris, PA
6/24	Carlsbad, CA
7/1	Buchanen, MI
7/8	New Berlin, NY
7/22	Binghamton, NY
8/5	Millville, MN
8/12	Denver, CO
8/19	Washougal, WA

AMA Superbike Championship Series

5/20	Sonoma, CA
6/9	Elkhart Lake, WI
6/16	Loudon, NH
6/23	Pocono, PA
7/21	Monterey, CA
8/12	Portland, OR
8/18	Sonoma, CA
9/1	Brainerd, MN
9/9	Kent, WA
9/16	Rosamond, CA
9/29	Lexington, OH
11/4	Daytona Beach, FL
TBA	Woodbine, NJ

WERA National Endurance Road Race Series

5/26	Wentzville, MO
6/2	Braselton, GA
6/9-10	Rosamond, CA
7/7	Faulkville, GA
7/14	Loudon, NH
7/28-29	Warren, OH
9/1	Woodbine, NJ
9/22	Summit Point, WV
10/6	College Station, TX
10/13	Elkhart Lake, WI
11/10	Braselton, GA

World Championship Endurance Road Race Series

6/3	Spain
6/24	Austria
7/29	Japan
8/18-19	Belgium
9/2	Germany
9/16	Italy
9/22-23	France

World Championship Road Race Series

5/20	Austria
5/27	Germany
6/10	France
6/17	Yugoslavia
7/1	Holland
7/8	Belgium
8/5	England
8/11-12	Sweden
9/2	San Marino

World Championship MX Series

125cc

5/20	Germany
6/3	Switzerland
6/17	San Marino
7/8	France
7/15	Spain
7/29	Sweden
8/5	Finland
8/12	Luxemburg

250cc

5/20	England
6/3	Italy
6/24	Germany
7/8	NEW BERLIN, NY
7/15	Netherlands
7/22	Belgium
8/5	Switzerland
8/19	Finland

500cc

5/20	Sweden
6/3	Germany
6/17	Netherlands
6/24	CARLSBAD, CA
7/1	Canada
7/22	England
8/5	Belgium
8/26	Italy

Sidecar

5/20	France
5/27	Finland
6/24	Belgium
8/12	Germany
8/19	Germany
8/26	Denmark
9/9	Spain
9/16	Italy

World Championship Trials Series

6/10	WATKINS GLEN, NY
6/17	Canada
7/1	Austria
7/8	Switzerland
9/2	Finland
9/9	Sweden

AMA National Enduro Championship Series

5/20	Georgetown, CA
6/3	Hamilton, WA
6/17	Crescent City, CA
7/8	Athens, OH
8/5	Wellsboro, PA
8/19	Moorestown, MI
9/2	Winterest, IA
9/9	Lynnville, IN
10/28	Bear, DE

AMA/Hi-Point Grand National Hare Scrambles Championship Series

5/20	Bruceton Mills, WV
6/24	St. Johns, PA
7/15	Windsor, MA
9/16	Millville, MN
10/14	Midland, MI

AMA National Championship Reliability Trials Series

5/26-28	McMinnville, OR
6/8-10	Rose City, MI

AMA Western Region Dirt Track Championship Series

Scrambles

7/4-5	Boyd, TX
8/7-8	Gardena, CA

Short Track

6/30-7/1	Boyd, TX
8/11-12	Bakersfield, CA

Half Mile

7/6-7	Dallas, TX
8/14-15	Gardena, CA

AMA Amateur Motocross National Finals

8/15-18	Hurricane Mills, TN

AMA/NATC National Observed Trials Championship Series

6/2-3	Rhode Island
6/9-10	New York
7/4	Colorado
7/7	Wyoming
8/25-26	Washington
9/1	Oregon
9/3	Washington

AMA Dragbike National Championship Series

5/19-20	L.A. County, CA
5/26-27	Winston-Salem, NC
5/28	La Rue, OH
6/3&10	TBA
6/17	Kansas City, MO
6/23-24	Fremont, Ca
6/29-30	San Antonio, TX
7/14-15	TBA
7/28-29	Columbus, OH
8/19	Reading, PA
9/1-2	TBA
9/8-9	Byron IL
9/22-23	TBA
9/29-30	St. Louis, I
10/21	West Palm Beach, FL
10/28	L.A. County, CA
11/3-4	Houston, TX
11/17-18	Gainesville, FL

NMRA/NHRA 1984 Drag Race Schedule

5/19-20*	Gainesville, FL
5/26-27	Bakersfield, CA
6/2-3	Warner Robbins, GA
6/9-10****	Columbus, OH
6/23-24	East Haddam, CT
6/30-7/1	Columbus, OH
7/14-15*****	Englishtown, NJ
8/11-12*	Washington, DC
8/18-19**	Brainerd, MN
8/25-26	Columbus, OH
9/1-3******	Indianapolis, IN
9/22-23	Las Vegas, NV
10/6-7	Atco, NJ
10/13-14**	Pomona, CA

*Dates are Tentative
**Pro Stock only
****Top Fuel only
*****Funny Bike only
******Top Fuel and Funny Bike only

NMA Grand National Championship Series

Regional Qualifiers

Western 1

5/20	Las Vegas, NV
5/27	Indian Dunes, CA
6/3	Sunrise, CA
6/10	Saddleback, CA
6/24	Saddleback, CA
7/7-8	Barona Oaks, CA

Western 2

5/20	Huron, CA
6/3	Brentwood, CA
6/10	Hollister, CA
6/16	Madera, CA
6/24	Brentwood, CA

Tri-State

5/19	Colville, WA
6/2	Clarkia, ID
6/17	Missoula, MT

Rocky Mtn. 1

5/20	Colorado Springs, CO
6/2	Castle Rock, CO
6/3	Castle Rock, CO
6/17	Trinidad, CO

Ozark

5/26-27	Springfield, MO
6/15-17	Oklahoma City, OK Interstate
6/30-7/1	Tulsa, OK

High Plains

5/20	Wellington, TX
5/26	Mooreland, OK
5/27	Mooreland, OK
6/17	La Fors, TX

Midland

6/10	Midland, TX

Rocky Mtn. 2

6/16	S.L. City, UT
6/17	S.L. City, UT

Northwest

6/2	Roseberg, OR
6/23	Yakima, WA

Arizona

5/19	Firebird, Phnx, AZ
5/26	Canyon, Phnx, AZ
6/2	Firebird, Phnx, AZ

Southwest

5/20	Carlsbad, NM
5/27	Albq, NM
6/10	Farmington, NM

Central

5/20	Junction City, KS
5/26	Beatrice, NB
6/16	Columbia, MO
6/24	Wisner, NB

Texas

5/19-20	Lake Whitney, TX
5/26-27	Tyler, TX
6/16-17	Houston, TX

Grand National Final

8/6-12	Ponca City, OK

CMC Four-Stroke Nationals

5/27	Orange, CA
9/2	Orange, CA
12/2	Carlsbad, CA

SCORE Off-Road Series

6/1-3	Baja Internacional
9/14-16	Off Road Championship Riverside, CA
11/1-4	Baja 1000

Other Major Events Abroad

6/2-8	Isle of Man RR Isle of Man
6/17	Pairs Speedway Championship Finals, Longo, Italy
7/1	Formula One TT Assen, Holland
7/15	Formula One TT Vila, Portugal
8/18	Team Speedway World Championship, Leszno, Poland
8/19	Formula One TT Dundrod, Ireland
9/1	Individual Speedway World Championship, Gothenburg, Sweden
9/2	Coupe des Nations Dalencin, Czechoslovakia
9/9	Motocross des Nations Ruskeasanta, Finland
9/16	Trophee des Nations Varberg, Sweden
9/16	Trial des Nations Myslenice, Poland
10/1-6	ISDE Assen, Holland

EVERY WEEK

Tuesday

SPEEDWAY RACING
Stanislaus County Fairgrounds, Turlock, CA. Hwy 99 to Fulkerth off-ramp. ⅛ mi oval, 1st class seating. Gates open 6pm, race 7:30. Entry: rider/-mech. $7, spectators $5, kids 7-12 $2. Free parking. Fast Track Promotions, Inc. Info: 209/784-2674.

Wednesday

CALIFORNIA

AMA CALIFORNIA SPEEDWAY
Inland Motorcycle Speedway, San Bernardino, CA. 898 S. Arrowhead Ave., Orange Show Rd. Exit off 215 Frwy., National Orange Show Fairgrounds. Three divisions, $1275 purse or 30% of gate. Handicap and Scratch comp. Gates open 6:30 p.m. first race 8. Entry $7 per rider and mechanic. Admission $5.50 per person, 6-12 $2. Info. Wed. only 714/884-4092, 818/446-0969 or 818/446-2241 (Kay Rutherford).

CMC ASCOT MOTOCROSS
Ascot Park, Gardena, CA. 18300 Vermont Ave. Free parking. Gates open 5 p.m., prac. 6-7, race 7:30. Entry $12, CMC license req. (may purchase at track). Spectators $5.50, Jrs. $3.50, kids $1. Info 714/261-6116.

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont, CA. Just off Hwy 17 at Durham Rd exit. Use south entrance. All classes. ships. Gates open 5pm, races 7. Info: 415/651-2545.

Thursday

WASHINGTON

WASHINGTON NIGHT MOTOCROSS
Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. east to left on Hannegan Rd. 1¼ mi. north on right. 50cc-Open, separate C class motos. Gate 5 p.m., race 6. Entry $6/class. Free parking. Mt. Baker M.C. Info 206/733-5069 (Larry Hanson).

IDAHO

HUETTER FLAT TRACK
Huetter Speedway, S & S Racing. Huevter, ID. 2 mi. west of Couer d'Alene on Old Hwy 10. Class C racing, 3/8-mi. oval. Mini/125/250/500/Open, $500 guaranteed purse, troph. to Am. Sign up 6:30 p.m., prac. 7, race 7:30. Info 208/765-5005 (Couer d'Alene Honda).

CALIFORNIA

AMA SPEEDWAY MOTORCYCLE RACES
Baylands Raceway Park, 4433 Christy Ln., Fremont, CA. 22 events, 1st, 2nd and 3rd divisions. 1/7 mile track, gates open 6:30 pm, first race 8. Admissions: $6 adults, $3 kids, under 6 free. Free parking and programs. Info 415/651-2545.

Friday

CALIFORNIA

R.A.C.E. CALIFORNIA MOTOCROSS
Corona Raceway, Corona, CA. 91 Frwy E. from L.A./Orange County — Pierce off-ramp, rt on Pierce to Magnolia, rt on Magnolia to Buchman, rt on Buchman takes you to track. All classes. 30% trophs to Sptsmn. 150% Pro pb. Gates open 5 p.m., prac 6, race 7. Entry: $10, $15 Pro. Info 714/735-1705 or 689-1913.

SACRAMENTO STADIUM MX
Sacramento, CA. Sacramento Rcwy. Take Hwy 50 to Bradshaw Rd. South to Jackson Hwy. then East to Excelsior Rd. All classes, 30% trophy, 100% Pro pb. Gate 5pm, prac 6, race 7:30. Gate $5, all entries $5. Info: 916/363-2653.

COSTA MESA SPEEDWAY
Costa Mesa, CA. Orange County Fairgrounds, South end of Newport (55) Frwy. Gates open 6:30 p.m., first race at 8. Info 714/492-9933.

TEXAS

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. east on E. Mount Houston Rd. off Hwy 59 N. All classes. Troph. thru 6th to Am, 100% Ex p.b. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

Saturday

CALIFORNIA

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Motorcycles welcome. Info 714/727-1171.

SADDLEBACK MX (SMX)
Saddleback Park, Orange, CA. Frwy. 55 to Chapman exit, east 7 mi to Santiago Canyon Rd. Right to county fire station, left on rd. past fire station. Gate opens 7:30am, prac 8-8:30, race 9:00. Pros and Sprtsman race 30 min. motos. Entry $12 Sptsmn, $15 Pro. Memb. reqd., avail at track. 33% troph. Info: 714/831-3482.

AMA SPEEDWAY RACING
Napa Town & Country Fairgrounds, 5757 Third St, Napa, CA. Hwy 29 to Soscol Ave to Silverado trail, free parking. Purse: $1225 or 30% of gate. Gates open 6:30pm, racing 7:30. Mother Goose Racing Ent. Info: 707/252-8772 Dennis Robinson.

TEXAS

MIKE KIDD'S SHORT TRACK/TT
Mike Kidd's Hillside Raceway, Boyd, TX. Take FM 730 south 3 miles from Boyd, TX to FM2048 west. Follow signs. (25 miles NW of downtown Ft. Worth.) All classes — 50cc to Open, with troph. and cash. Amateur entries $10/first class, $7/second class. Pros $12 with 100% payback. Gate open 5 p.m., prac. 7, race 8. Info 817/433-5559 or 433-5587.

WASHINGTON

HANNEGAN NIGHT FLAT TRACK
Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. east, left on Hannegan Rd. 1¼ mi. north on right Mini-Open, Am & Semi Pro. Gate 5 p.m., prac. 7, race 8. Entry $6/class. Free parking. Mt. Baker M.C. Info 206/733-7346 (George Leonard).

Sunday

CALIFORNIA

CALIFORNIA DeANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn trop., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac 8:30, race 9:30. Entry $7 gate + $10 Sptsmn, $14 Pro; non-memb. add $3. Info 714/653-8068, 5840, 7979.

TEXAS

TEXAS DIRT TRACK RACES
AMA Half Mile dirt track races. Races are held at various race tracks in Texas all of 1984 season. Pro-Am $500 to win the 500-750cc main. Call Bob Bagwell for info at 817/488-9133.

May 17

CALIFORNIA TOUR
A tour of the Carnegie State Vehicular Recreation Area and the Frank Raines Off-Highway Vehicle Facility will be conducted. Info 916/322-9619.

May 18

AME NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. 2 miles west of I-5 on Hwy 126 All classes includ. ATC and Ody. 30% trophs, $15 pb to Pros. Gate opens 5 pm, prac 7, race 8. Entry $13, $20 Pros. Memb. reqd. ($20). Info 818/881-5778 (Shirley Shore).

CALIFORNIA MEETING
The Off-Highway Motor Vehicle Recreation Commission meeting will be held in the City Council Chambers, City Hall, 801 North 1st St., San Jose, CA. Beginning at 8 am. Info 916/322-9619.

May 19

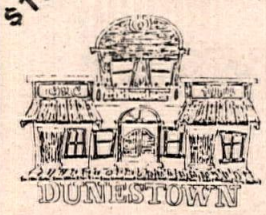
CALIFORNIA VINTAGE MX
Saddleback Park, Orange, CA. Classes: Nov, Int, Exp. 1st annual Saddleback MX California State Championships. Vintage MX races are for any brand 1976 or older. Get your CZs ready. Info SMX office 714/831-3482.

IDAHO SHORT TRACK
Boise, ID. OMC Raceway, on Cartwright Rd. off Bogus Basin Rd. at sign. All classes. Sign-up 5 p.m., prac. 6:30, race 7:30. Entry $10, $15 Pro. Owyhee M/C. Info 208/888-7357 or 342-7439.

NMA ARIZONA QUALIFIER
Firebird Int'l Raceway, Chandler, AZ. I-10 to Maricopa Rd. All classes. 33% trophs, 100% Ex. pb. Gate opens 4:30 pm, prac 6. Must race 4 of 5. Info 602/795-2238 (Ron Keyes).

CALIFORNIA SEMI-PRO FAIR RACE
Chowchilla, CA, Chowchilla Fairgrounds. All classes, Pee Wee thru Open, ATV/Ody. $250 special purse for 250 & 500cc Expert, plus 100% payback and $5/lap lead money. ¼ mile short track. Gates open 4pm, prac 6, race 7:30. Entry: Ama $6, Expert $10. Info: Jim Howard 209/227-2081.

CALIFORNIA HALF MILE
Sprocketts Park, Bakersfield. 5 miles north on Mt. Vernon from Hwy 58, bottom of the bluffs. All AMA classes, plus Pro money races and Old Timers. Gate 5 pm, prac 6, race 8.

BUDWEISER
Budweiser · CRC · Budweiser LIGHT
PRESENT 7th ANNUAL
DUNESTOWN
CLASSIC GRAND PRIX
MAY 20
$1000 Pro
$1000 Pro Purse
125, 250, Open Pros Ride to Qualify for Sueprbowl of Motocross
Saturday, June 2, Pasadena, CA ROSEBOWL


INDIAN DUNES VALENCIA, CA
SCHEDULE
8 a.m. Minis
9 a.m. Odysseys
10 a.m. O.T.
11 a.m. 3-Wheelers
Noon 125, 250, 500 Pros
1 p.m. 30-, 40-, MX Vets
2 p.m. 100, 200 Am, Nov, Beg
3 p.m. 250 Am, Nov, Beg
4 p.m. 500 Am, Nov, Beg
5 p.m. Team Race
Bikes & ATVs
Pro & Sportsman Contingencies
20% Trophies
Super Finisher Pins
MX, ATV, G.P. Points
Entry Fee $20 Mail, $25 Post
COURSE WILL INCLUDE THE INTERNATIONAL TRACK, SHADOW GLEN TRACK, SAND WASH & MOUNTAINS
MOTOCROSS RACE LOG
FOR INFORMATION CALL CRC HEADQUARTERS (213) 830-7519
IRC
Pro Contingency Dollars Must Use IRC Tires
PJ1 CORPORATION
BANZAI BROTHERS
CEET RACING APPAREL

Cycle News - Weekly news, not monthly history.

SUZUKI COUNTRY RACING
Replica Of RA-125, RH-250 WORKS BIKES
RM Full Floater HEADQUARTERS For Shock Mods & Porting from Novice to Pro Riders
'84's Now In Stock RM80E, RM125E RM250E, RM500E Ask for S.C. Racing Performance Mods
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The Sensation of Suzuki.

CRC RACE SCHEDULE Budweiser
May 20 — DUNESTOWN G.P.
$1000 Pro Purse + Pro & Sprtsmn Cntngcs
Indian Dunes
May 25 — FRI. NIGHT MX
Indian Dunes
May 27 — MOTOCROSS
Saddleback Park
1984 CRC Membership Required
(213) 830-7519

MX RACES EVERY SUNDAY
Open 7 days—7a.m. 'till dark
Located 2 miles west of Interstate 5 on Highway 126 near Castaic.
(805) 257-4700
INDIAN DUNES

AMA District 37 Calendar
Southern California

For Competition Cards & Schedule Call:
Jim Lang (805) 527-8324

May 20	Dirt Diggers	DT
May 20	Sunrise	MX/Trailride
May 26	SMX	MX
May 27	Masterlinks	HH
Jun. 9-10	Desert Vipers	Dual ES
Jun. 10	Double Cross Racing	MX
Jun. 17	UEA	Enduro
Jun. 17	Sunrise	MX
Jun. 23	SMX	MX
Jun. 24	Badgers	HS
Jul. 8	Double Cross Racing	MX
Jul. 14-15	Desert/Invaders	Dual ES
Jul. 15	Sunrise	MX

District 37 ROAD RIDING
Office (213) 256-4944

May 20	Trailriders	Dual Purpose
Jun. 2-3	Pasadena	Green Horn
Jun. 24	CEA	Time & Distance
Jul. 29	Adventures	Poker & Benefit

National AMA Membership Information
1 (800) AMA-JOIN
Call between 6 a.m. - 2. p.m. California Time

A.M.E Budweiser
MAY 18-27
JUNE 1-10-15-24-29
INDIAN DUNES
MAY 20 (CANCELLED)
JUNE 1-15-29
L.A. CO. RACEWAY
(818) 881-5778
P.O. Box 1421, Reseda, CA 91335

CORONA RACEWAY R.A.C.E. Schedule

Thurs.	May 17	Ody, 3 Whlrs
Fri.	May 18	Motocross
Fri.	May 25	Motocross
Sun.	May 27	FT ½ mi, ¼ mi, TT
Mon.	May 28	Memorial Day GP

CORONA RACEWAY

Malcolm Smith

9th Annual

Memorial Day GP
MONDAY, MAY 28th

GOLD BELT

SMITH

Mail Entry & $15.00 to:
CORONA RACEWAY
P.O. Box 388
Corona, CA 91720
(check or money order)
or bring to
Corona Raceway
Office

Gates Open	6:30 a.m.
Practice I (0-125)	8:00 a.m.
Practice II (250-500)	8:35 a.m.
0-100's & Women	9:15 a.m.
All Pros	10:15 a.m.
All Vets	11:15 a.m.
All 500's	12:30 p.m.
All 250's	1:30 p.m.
All 125's	2:30 p.m.
Team Race	3:30 p.m.

SILENCERS MANDATORY

Entry Fee ..... $15.00 (mail)
..... $22.00 (post)
Team Race ..... $10.00 (mail) ea.
..... $12.00 (post) ea.
Must send entries together

SIX MILE COURSE FEATURES:
- SMITH GOGGLES HOLESHOT (Holeshot in each race receives goggles)
- GOLD BELT JUMP (Dave's Downhill) (Longest jump of each race receives a gold belt)

100% Payback to Pros
100% Finisher Pins
25% Trophies

Number Plates,
Silencer Required
Team Race Will Be Pie Plated,
Bring Duct Tape

$1,000.00 AMATEUR CONTINGENCY

CONTINGENCY SPONSORS: MS HPS GOLD BELT MALCOLM SMITH SMITH

If under 18, parent's signature must be notarized or signed in front of R.A.C.E. officials!!

DEADLINE: Entries must be postmarked before May 24 or brought to Raceway office by 12 Noon May 26.

RESULTS: Self-addressed, stamped envelope required for return of results.

FILL OUT COMPLETELY

CIRCLE ONE SIZE	CIRCLE ONE SKILL LEVEL	RIDING NUMBER	NAME	SILENCER TYPE	CYCLE MAKE	CIRCLE ONE R.A.C.E.
MINI 100 125 175 250 500	Beg. Nov. Int. Exp. Girls Vets (32+)	PRINT	PRINT	PRINT	PRINT	Member Non-Member

Vets & Girls Circle 2

CORONA RACEWAY
R.A.C.E. GRAND PRIX ENTRY BLANK

CC's _____ SPONSOR: _____ AGE _____ PHONE (____) _____

ADDRESS _____
Number Street City State Zip

REQUEST FOR PERMISSION TO ENTER RESTRICTED AREA:

In consideration of my being admitted to areas from which the general public is exluded:

I hereby declare that it is my intent while on these premises to drive at high speeds and to test my driving skills and to check the performance of the vehicle I am driving.

I affirm that I am going to engage in these highly hazardous activities of my own volition.

I hereby affirm that I enter these restricted areas fully aware of the hazards to my person and property therein, and I assume all risks attendant thereto, even if injury or damage is caused by the negligence of another party.

I affirm that when I enter these restricted areas, I do so as a voluntary participant in the activities conducted therein. If I am injured, in any manner, or my property is damaged in any manner while I am within the restricted area. I will grant a full and unconditional release for any injuries sustained to my person or any damage to my property to all track owners, participants, officials, employees, promoters, or others who are responsible for the activities within the restricted areas.

On behalf of myself, my heirs, executors, or administrators, I agree to hold harmless and indemnify all track owners, participants, officials, employees, promoters, or others who are responsible for the activities within the restricted areas, for any damages or injury to my person or property.

READ CAREFULLY BEFORE SIGNING INTO RESTRICTED AREA

I HAVE READ THIS ENTRY BLANK YES _____ NO _____ BLOOD TYPE _____

IF UNDER 18 YEARS OF AGE, PARENT MUST SIGN _____
PARENT'S SIGNATURE

RIDER'S SIGNATURE _____ DATE _____

Boyesen Racing Reeds finished first!

Event	Winner
Pontiac Silverdome Supercross	Team Honda

Patented dual-stage Boyesen Racing Reeds are inside the winner's engine. And that's a fact. Buy Boyesen by name.

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M-STAR MOTORCYCLES, INC.
740 East Santa Maria
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(805) 525-3364
Dealer Inquiries Invited

M/C TIREWORKS
The Motorcycle Tire and Wheel Specialists

San Fernando Valley	Torrance-South Bay
9025 Sepulveda	26023 S. Western
Sepulveda, CA	Lomita, CA
(213) 893-7806	(213) 539-4150

Entry $5 at gate, $7 to race. Bakersfield Racers Assn. Info Bob Van Meter 805/323-7877.

May 19-20

TEXAS SCHOOL AND ROAD RACE
Oak Hill Raceway, Henderson, TX. Go east of Henderson on Texas Rt. 43 approx. 3 miles to track. Classes: Prod, Superbike, GP and Vintage. Prac 9 am, race 12 noon. Central road Racesr Club. WERA sanctioned. Riders' shcool on Sat., Regional Sprint on Sun. Info 803/784-3105 or 713/342-1902.

AMA PRO-AM ROAD RACE
Sears Point Int'l Raceway, Sonoma, CA. Hwys 37 and 121. Classes: Superbike, Formula 2, Amateur classes. For ticket info 707/938-8448.

AMA DRAGBIKE DESERT NATIONALS IV
Los Angeles County Raceway, Palmdale, CA. All classes, Top Fuel to brackets. Saturday track opens 3pm, prac 5, qualif 6, shutdown 10. Sunday opens 9am, prac & qual 10-1pm, races 2:30. Consolation race to be run. Call for complete payoff breakdown. Info: 315/735-1661 or 619/292-4444, nites 609/448-4525.

NMA/YAMAHA GRAND NATIONAL ROUND
Las Vegas, NV. Classes: Pee Wees thru 250s. 30% trophies, Pro PB. Call for entry forms. Gates open 6:30am, prac 8, racing 9:30. NMA, P.O. Box 46, Norwalk, CA. 213/868-8112.

May 20

AMA/D-36 NEVADA MOTOCROSS
Sky Ranch Park, 11 miles north of I-80, off exit 18 on the Pyramid Lake Hwy in Reno, NV. All classes, includ. 3-wheel. AMA sptsmn trophy, 100% Pro pb, concessions. Sign-up 7 am, prac 8, race 9. gate fee $4. Entry $12, $15 Pro. Dirt Racing Promotions, Inc. Info Chris Bender 702/747-6536.

NMA WEBFOOT ENDURO
Walker Balley ORV Park, Mt. Vernon, WA. I-5 exit #227, east 7.4 miles, follow arrows. All classes. 30% trophs, pins to finishers. NMA pts. event. A/B course 80 miles, C course 40 miles. Sign-up 7-9 Sat pm, Sun am. 1st rider out at 9:01 am. Entry $10 pre, $12 post. Skagit M/C. Info Tami Pierson 206/757-4637.

AME CALIFORNIA MOTOCROSS
L.A. County Raceway. I-5 to Hwy 14 toward Palmdale, off on Pearblossom Hwy, 5 miles east to first stoplight. Past stoplight 1 mi. back on rt. side of Ave. T. All c[CANCELLED]s, includ. ATC and Ody. 30% t[CANCELLED], 15% pb to Pros. Free O/N parking. Gate opens 7 am, prac 8, race 9:30. Entry $13, $20 Pro. Memb. reqd. Info Shirley Short 818/881-5778.

CMC CALIFORNIA MOTOCROSS
Riverfront Park, Marysvile, CA. Park entrance at 1st and F Street (south end of town). All classes. Prac 7:30 am, race 9. No pit bikes, parts in pits, concessions, CMC or AMA card accepted. Entry $15, $20 Pro, $10 ATV, $4 watch. Info 916/695-2727.

CMC CALIFORNIA SERIES MOTOCROSS
Huron Cycle Park, Huron, CA. I-5 to Huron turn-off, then follow signs to park. All classes. 33% sptsmn troph, 125% Pro pb. Plus sponsor giveaways to winners. Pro pts. fund. Open pits. O/N camping OK. Pts for O/A position per event. Gates open 6 am, sign-up 6:15-8, prac 7-8:15, race 8:30. Entry $15, $20 Pro. Race two of San Joaquin Valley Series. Info Rick or Laura 805/834-0284.

OKLAHOMA CROSS COUNTRY
Verdon, OK. Follow signs to Lake Chickasha Dam. All classes, includ. ladies and Over 45. 50 mile CC race, OCCRA-sanctioned, 13 race series, OCCRA memb. Available at track. Gate opens 8 am, prac 9:30, race 11:30. Entry $10 Mini and Ladies, $15 others. Okie Dirt Riders/OCCRA. Info Kevin Baker 405/632-7431.

DUAL PURPOSE POKER RUN
Start and finish at Accessories Unlimited on Bouquet Canyon Rd., Saugus, CA. Classes: Buddy-up, high and low award, most trick bike, best dressed couple. Street and dual purpose bike welcome, no memb. reqd., spark arrestors reqd. Start 6:30 am to 8:30. Entry $8 mail, $10 post, $1 D-37. Trail Riders Club, AMA/D-37 Dual Purpose points. Info 714/673-6816 (Terry) or 805/255-6522.

CALIFORNIA FLAT TRACK DOUBLEHEADER
Lodi Cycle Bowl, Lodi, CA. Morse Rd., between Armstrong and 8 Mile Rd. All classes, 80-500cc. Prac 9-10:30 for ST, race 11. TT sign-up till 12:30, prac after ST, race approx. 1:30. Entry $10, $13 Semi-Pro, $4 watch, $6 pit pass. AMA/D-36 sanctioned. No rider insurance. Info 209/368-7182 or 931-3722.

CRC CALIFORNIA ENDURO
Pucker Bush Family Enduro. Lucerne Valley, CA. 3 loops, 20% trophies and finisher pins. CRC pts. 8 am start. Entry $20, post $23. Non-CRC memb. add $5. Special Beg., class $15, post $18. Info 714/689-6114.

WIDOWMAKER HILLCLIMB
Salt Lake City, UT. Classes: Exp., Sptsmn, 3-wheel. 0-175cc and 750-Open Exhibition. Also, Widowmaker shootout; all past winners go for $1000 winner-take-all. $20,000 total purse for weekend. Applications: Bees M/C, P.O. Box 130, West Jordan, UT. 84084. Info Jack Carlton 801/943-5303 or 255-8946.

CRC DUNESTOWN CLASSIC GP
Indian Dunes, Valencia, CA. 2 miles west of I-5 on Hwy 126. All classes. $1000 Pro purse, plus contin. for Pro and Sptsmn. Last race of CRC Dunestown race series. Entry $20 by mail, $25 post. Info 213/830-7519.

AME CALIFORNIA MOTOCROSS
Santa Maria, CA. Hwy 101 at North Broadway exit. All classes includ. ATV. 30% sptsmn troph, 100% Pro pb. Gate opens 6:30 am, sign-up 7-8:45, prac 8-9, race 9:30. Entry $12, $20 Pro. Gate fee $2 weekdays, $4 wknds, $5 raceday. Closed Mon and Tues. Info 805/925-0055 Sharon Lingerfelt.

OREGON TIMBER MOUNTAIN 1-DAY
W. from Medford, OR thru Jacksonville on Hwy 238 to Jackson Creek Rd., follow signs. All classes. Gold, silver, bronze medals to finishers within hour. Silencers and spark arrestors reqd. A and B schedules. No lights reqd, speedo not needed. Pre-entry close May 8. All bikes must be sound tested and impounded by 7 am, May 20. First bikes out 8 am. Entry $17 pre, $23 post. MRA/OMRA sponsored. OMRA X-country and ISDE pts. Info 503/773-3134 Mike Richie.

SUNRISE D-37 MOTOCROSS
Sunrise Valley Cycle Park, Adelanto CA. 2 miles north of town on Hwy 395. All classes, 50% mini/Vet trophy, 50% cash to Vet. Ex. AMA D-37 pts. Free O/N parking. Gate 7:30 am, race 9:30. Info 619/245-7339.

TEXAS BURLESON MX
South of Fort Worth, TX. I-35 S from Fort Worth to Hardgrove Lane, east 2 mi. and turn right after bridge. All classes. Troph, thru 6th, $1,200 purse paid per moto and overall (200% p.b. if less than 10 riders/class). No pit riding or late prac. Gate 7 a.m. Split sched: Nov. prac. 8-8:30, Mini Prac. 8:30-8:45, 1st race 9; Int & Ex. prac. approx. 12:30 p.m., race 1. Gate $5, under-10 & over 60 free. Entry $10 Sptsmn, $20 Ex. Info 817/295-8908, 295-1760.

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Hwy 67 to Lakeside, east on Mapleview, north on Ashwood. up Wildcat Canyon Rd. 11 miles. New Beg. class O/N camping & concessions. Sign up closes 7:30 sharp. Entry $10. yearly memb. $15. Info 619/ 565-2406 (Les), 619/448-7885 (Margie).

OKLAHOMA TULSA MX
Tulsa, OK. South of Tulsa International Raceway off Hwy 169 N & North 36th St. All classes 33% troph. 150% Ex. p.b.b Gate 8 a.m., prac. 9:30, race 11. Entry $8 Sptsmn, $12 Ex., $4 gate. Tulsa Area Motosports, Inc. Info 918/266-6136 (Rick).

TEXAS MOSIER MX
Mosier Valley MX Park, Ft. Worth, TX. All classes. $804 guaranteed Ex. purse. No pit riding or late prac. Prac. 8 a.m., race 9, Int & Ex prac. 1:30 p.m. Entry $11 Sptsmn, $16 Ex. Gate $5. Info 214/357-4196.

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. 3 mi. south of town to San Jacinto River. All classes. Troph. or gift cert. to 8th in Nov. classes. Concessions, showers & bathrooms. Split schedule: prac. 8 a.m., race 10; Int/Ex. race 1 p.m. Entry $8 Sptsmn, $15 Ex. Gate $4. Info 712/756-4114 (Conroe Suz), 273-2336 (track).

CMC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. All classes. 30% troph. Gate 7:30 a.m., sign up 7:30-8:30, prac. 8-9, race 9:30. Entry $10 Sptsmn, $15 Pro. Info 714/261-6116.

R.A.T.S MOTORCYCLE SCHOOL
Willow Springs Intn'l Raceway, Rosamond, CA. Rider Advanced Training School, exclusively for BMW riders. Must have BMW in good cond. for use at school. Must be 18 yrs old and have proper safety equip. School cost is $155, lasts one day, 7:30 am to 5 pm. Lunch will be served at track. Info Reggie 805/648-2895.

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Td, east 3 mi. to raceway. All classes. 30% troph. Gate 7 a.m., sign up 7:30-8:30, prac. 8-9, race 9. Entry $10 Sptsmn., $15 Pro ($10 to p.b.). Info 714/261-6116.

BRA SOUTH DAKOTA MOTOCROSS
Yankton, SD. All classes includ. ATC. Pro pb and pts fund, 33% trophs. Round 4 of South Dakota Gran Prix Series. Sign-up 9 am, prac 10, race 11. Entry $10, $15 Pro, $3 non-memb. Info 605/348-8361 (Dale Friend).

CALIFORNIA DeANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $7 gate + $10 Sptsmn, $14 Pro; non-memb. add $3. Info 714/653-8068, 5840, 7979.

IDAHO OMC MOTOCROSS
OMC Raceway, Boise, ID. On Cartwright Rd. off Bogus Basin Rd. at sign. All classes. 90% Pro pb, 33% trophs. Sign-up 8-9:30 am, riders mtg. 9:20, prac 9:30, race 10. Entry $10, $15 Pro. Info 208/286-7406 or 377-0409.

TEXAS SWAN MX
Tyler, TX. Exit 69 S. from I-20. 2 miles to CR 471, right 2 mi. and turn left, signs on road. All classes. Troph. to 5th. $1005 Ex. purse, 15 rider min. class, 100% Pro p.b. Concessions, camping $2/veh., elec hookup, gates open all night. Straight thru program. Prac. 9:30 a.m., race 11. Entry: gate $5, Am. $10, Ex. $20. Info Bill Law 214/882-4215.

WASHINGTON MOTOCROSS
Horn Rapids ORV Park, Richland, WA. 3 miles north of Richland on Hwy 240. Turn rt on Gross Cup Rd. All classes, 30% amateur troph, 100% Pro pb. Gate opens 7:30 am, prac 9, race 10. Race moved from Southfork, WA. Entry $12 ama, $25 Pro. Trailhead Promotions. Info Pat McCafferty 509/248-1472 or 248-9113 (eves).

ALASKA MOTOCROSS
Kincaid Park, Anchorage, AL. End of W. Diamond Blvd., off of Jodphur Rd. All classes, includ. 3-wheel. 33% trophs, 100% Pro pb, gate 8 am, sign-up 9, prac 10:30, race 11:15. Entry $25 Pro, $15 all others. $3 gate. Alaska Motorcycle Racing Assn. Info Richard Butler 907/333-5033.

DINOSAUR TT SCRAMBLES
Perris Raceway, Perris, CA. 91 Frwy to 15 Elsinore. South 20 miles to Hwy 74, left 8 miles to Ellis, left to Burton. All classes. Four strokes only. Sign-in 7 am, prac 8, race 9. No memb. reqd. Long track. Silencers reqd. 3 class C-style number plates reqd. Entry $14. Dirt Diggers M/C, AMA sanctioned. 714/895-2030.

BEGINNER TRIALS
Goleta, CA, near Santa Barbara. A low-key trial for beginner's only, there will be no 'impossible' sections. For more info, call Al Moss 805/682-3180.

MOTORCYCLE SWAP MEET
Motorsport, 1624 W. Campbell Ave., Campbell, CA 95008. Bring all unwanted bikes and/or parts to Motorsports' 1st annual SwapMeet. Sunday, 9am to 4pm. Info: 408/378-BIKE.

May 22-28

COLORADO ANTIQUE SHOW
Colorado State Fairgrounds, Pueblo, CO. Beulah Ave. at Sumit Ave. Dailey tours, reliability run, poker run, shows, demonstrations, flea market, swap meet, continuous entertainment, concessions, tour pins, prizes, many special awards. 7 days of events. Info 303/634-1848 or 635-0138. Motorcycling Americas.

May 25

CRC NIGHT MOTOCROSS
Indian Dunes Park, Valencia, CA. 2 miles west of I-5 on Hwy 126. All classes, 30% troph, cash to Pros. Sign-up 6 pm, prac 7, race 8. Memb. reqd. Friday night races have ½ of Sunday pts. Entry $12, $15 Pros. Info 213/830-7519.

May 26

WASHINGTON SHORT TRACK
Rainier, WA. 15 miles S.E. of Olympia, WA off Hwy 507. Full youth and amateur program; 50cc to Open, A & B classes. 33% trophies, AMA/D-37 pts. No rain, no knobs. Silencers reqd. race rain or shine. Gate opens 6 pm, prac 7:15, race 8. Entry $5 per class. Rainier Sportsman Club M/C. Info Mike or Marilyn 206/264-4619.

NMA ARIZONA QUALIFIER
Canyon Raceway, Phoenix, AZ. 1½ mile west of 99th and Carefree Hwy. All classes. 33% trophs, 100% Ep. pb. Gates 4:30 pm, prac 6. Must race 4 of 5. Info 602/795-2238 (Ron Keyes).

BRA SOUTH DAKOTA MOTOCROSS
Sturgis Raceway, Sturgis, SD. I-90 to Sturgis exit, track on south side of Interstate. All classes includ. ATC. Pro pb, pts fund, 33% trophs. Fifth race of South Dakota Gran Prix Series. Sign-up 9 am, prac 10, race 11. Entry $10, $15 Pro, $3 non-memb. Info 605/348-8361 (Dale Friend).

May 26-27

CMC CALIFORNIA MOTOCROSS
Spinners Raceway, Porterville, CA. Hwy 65 to Ave. 136. Proceed to track. Turn left on road just past complex. MX gate on left. All classes, 33% sptsmn trophy and sponsor giveaways. 125% cash PB to Pros and pro pts fund to O/A series leaders. Double sptsmn pts at final event. O/n camping O.K, BBQ on Sat. after races. Gate 6 am, prac 7-8:15, race 8:30. Entry $15 sptsmn, $20 Pro. Sponsored by Answer Prods and Pepsi-Cola. CMC sanctioned. Info Rick Sazama or Laura Elomore 805/834-0284.

UTAH DESERT HARE AND HOUND
Between Delta and Eureka, UT. Limed from Hwy 50, Little Sahara Recreation Area. All classes. Five M/C make a class. Three loops sand, 30 miles, MT. 40 mile, desert 40 mile, Dinosaur MT and Desert only. Sat. 7 am, Sun 10 am. Entry $17 Sat, $25 Sun, includes T-shirt. Info K.J. Jeffery 801/864-2210 or Kevin Delta, 801/864-3432.

May 27

ARIZONA DEER VALLEY MX
Deer Valley Cycle Park, Phoenix, AZ. 7th St. & Deer Valley Rd. All classes 33% troph., 100% Pro pb. No pit riding. Gate 6:30 a.m., prac. 8, race 9. Entry $10 Sptsmn, $15 Pro. Watch $4 adult, $2 under 12. Phoenix Supercross Raceways, Inc. Info 602/867-4789 (John).

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Rd., east 3 mi. to raceway. All classes. 30% troph. Gate 7 a.m., sign up 7:30-8:30, prac. 8-9, race 9. Entry $10 Sptsmn, $15 Pro ($10 to p.b.). Info 714/261-6116.

BRA SOUTH DAKOTA MOTOCROSS
Rapid City, SD. Highway 79 Motocross Track. 2 miles south of city on Hwy 79. All classes includ. ATC. Pro pb, pts fund, 33% trophs. Round 6 of South Dakota Gran Prix Series. Prac 10, race 11. Entry $10, $15 Pro, $3 non-memb. Info 605/348-8361 (Dale Friend).

TEXAS MOTOCROSS
Twin Cities MX Park, Hwy 75 between Sherman and Denison TX. Behind Jack Barnett Honda. All classes. 50% awards up to 5, or 150% p.b. 15 rider min/class Ex. Concessions, camping. Gate 7 a.m., prac 8:15, Nov. race 9. Int/Ex. race noon. Entry $5 at gate, for Nov and Int., $20 Ex. Info 214/463-1614 (Bill Jennings).

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. east on E. Mount Houston Rd., off Hwy 59 N. All classes. Troph. thru 6th to Am., 100% Ex. p.b. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

CRC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd., right to county fire station, left on rd past fire station. All classes. 30% brass to Sptsmn, cash p.b. to Pros. 2 motos. Gate 7 a.m., prac. 8, race 9:30. Entry $12 Sptsmn, $15 Pro; CRC memb. req'd. California Racing Club. Info 213/830-7519.

COLORADO ROAD RACE
Denver's Second Creek Raceway, 88th & Buckley Rd. Classes: Prod, Superbike, GP. $1300 cash purse. Championship Cup Series Regional. Gate opens 7am, prac 9, race noon. Entry: $20 first, $10 second & third, $5 fourth & fifth. Mountain Roadracing Assn. Info: J.S. Day 303/449-9357.

ZAP/CMC OLYMPIC MEDAL MOTOCROSS
Santa Cruz County Fairgrounds, Hwy 152, Watsonville, CA. All classes, plus Nov & 3-wheelers. 30% Nov troph, 125% Pro payback. Jr & Int, 30% trophies, plus medals and $500 in contingency certificates. Gates open 7am, prac 8:30, race 9:30. Entry: $20 Pro, $15 Sptsmn, $12 others. Gate fee $5 per person. New track layout. O/N camping $5 per veh. Info: ZAP MX 415/593-0497.

NMA/YAMAHA GRAND NATIONAL ROUND
Indian Dunes Cycle Park, Valencia, CA. 2 mi west of I-5 on Hwy 126. Classes: Pee Wees thru 250s. 30% trophies, Pro PB. Call for entry forms. Gates open 6:30am, prac 8, racing 9:30. NMA, P.O. Box 46, Norwalk, CA 90650. 213/868-8112.

CMC SUNRISE MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. CMC points. 33% Mini/Vet troph., 50% cash p.b. to Vet/Ex. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 619/245-7339.

CALIFORNIA DeANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $7 gate + $10 Sptsmn, $14 Pro; non-memb. add $3. Info 714/653-8068, 5840, 7979.

TEXAS LAKE WHITNEY MX
Lake Whitney Cycle Ranch, Whitney, TX. On FM 2960 off Hwy 22, west of Whitney. All classes. Troph. through 8th, $1,170 guaranteed purse. Split sched: Nov. 9 a.m., Int/Ex. approx. 1:30 p.m. Camping $2/vehicle, gate $4. Entry $8 Am., $10 Ex. Info 713/482-7593, 817/694-2901.

CMC CALIFORNIA MOTOCROSS
Santa Maria, CA. Hwy 101 at North Broadway exit. All classes, 30% Sptsmn troph, 100% Pro pb. Gate opens 6:30 am, sign-up 7-8:45, prac 8-9, race 9:30. Gate fees $2 weekdays, $4 wkends, $5 race day. Closed Mon and Tues. Entry $12, $20 Pro. Info Sharon Lingerfelt 805/925-0055.

NDMA NORTH DAKOTA MX
Bottineau, ND. All classes, 200% Pro pb. Races start 1 pm. Entry $10 Pro, $7.50-A; $5-B. North Dakota Motorcycle Assn. Info 701/227-1135 (Jim Peters).

AMA/D-37 CALIFORNIA HARE AND HOUND
Camp Rock Road, Anderson Dry Lake. Limed from Y Cafe - Lucerne CA. All classes, includ. 3-wheel. 10% trophy. Super finisher pins. 9 am start. Two, 35-mile loops; ATV, Beg, Women, Nov - 1 loop. Rescue 3 coverage. AMA/D-37 pts. Entry $16. Master Links M.C. 16th Annual Virgin Run. AMA memb. reqd. Info Al Benson 714/995-1253.

AME CALIFRONIA MOTOCROSS
Indian Dunes Park, Valencia, CA. 2 miles west of I-5 on Hwy 126. All classes includ. ATV. 30% trophy, $15 Pro pb. Gate opens 7 am, prac 8, race 9. Entry $13 ama, $20 Pros. Memb. reqd. Info Shirley Shore 818/881-5778.

ADRA DESERT ENDURO
Camp Wood, AZ. Near Prescott. All classes, 10 am start. Entry $26 for Mini, OTHG, Dinosaur, 100cc trailbikes; $31 for Ama, Nov, Beg, Srs; $37 all others. Info Phil Avernheimer 602/252-1900.

CMC CALIFORNIA MOTOCROSS
Sunrise Valley Cycle Park, Adelanto, CA. 2 miles north of town on Hwy 395. All classes. 33% Mini/Vet trophy 50% cash to Vet, Exp. CMC pts. Free O/N parking. Gate 7:30 am, race 9:30. Info 619/245-7339.

AMA/D-37 CALIFORNIA MOTOCROSS
Prairie City OHV Park, Sacramento, CA. All D-36 classes. 100% Pro pb. Large trophs for sptsmn. Gate opens 7 am, prac 7:45, race 9. Entry $15 sptsmn, $20 Pro, $5 spect. Demello MX Promotions. Info Vasco Demello. 916/988-5011.

SRA GOODTIME GP
Perris Raceway, Perris, CA. Frwy 15 to Hwy 74, east 8 miles to Ellis, left to track. 20% trophs, finisher pins. All classes plus ATV/Ody. 201-Open, ATV prac and race in AM, 0-200cc, Sen., Vets prac and race in PM. Gates open 4 pm Sat., close at 12 am. Re-open 6:30 am. Entry $12 mail, $15 post. SRA lic. reqd: $10 year. Info 714/821-1358.

ADRA DESERT ENDURO
Camp Wood, AZ. Near Prescott. All classes, 10 am start. Entry $26 for Mini, OTHG, Dinosaur, 100cc trailbikes; $31 for Ama, Nov, Beg, Srs; $37 all others. Info Phil Avernheimer 602/252-1900.

May 28

9th ANNUAL MEMORIAL GRAND PRIX
Corona Raceway, Corona, CA. All classes, 25% trophies, 100% Pro pb, 100% finisher pins. Six mile course. Number plates and silencers reqd. $1000 amateur contingency. Gates open 6:30 am, 1st prac 8, 1st race 9:15, team race 3:30 pm. Entry $15 by mail, $22 post. Team race $10 each by mail, $12 each post (entries must be sgnt in together). Info 714/735-1705.

June 1

MOTORCYCLE SWAP MEET
National Orange Showgrounds, San Bernardino, CA. I-215E to Orange Show Rd. Exit. 1000s of parts, access. and bikes. Area for use: 10x10 space $20, 10x15 and prime space $30. Bikes for sale, $10 each. Move in 1-4 pm. Show open to public 6 to 10pm. Info 714/495-4545 (24 hrs) or 495-0515.

AME CALIFORNIA MOTOCROSS
Indian Dunes Park, Valencia, CA. 2 miles west of I-5 on Hwy 126. All classes. 30% troph, $15 pb. Gates open 5 pm, prac 7, race 8. Entry $14, $20 Pros. Budweiser Summer Series. Info Shirley Shore 818/881-5778.

June 2

SUPERBOWL OF MOTOCROSS
Pasadena Rose Bowl. Insport/Wrangler Supercross Series. Tickets: $12-$18 reserved. $7.50-$9 kids. Gen. Adm. $9. Order by phone: 213/410-1062 or 714/634-1300 or 619/231-3554.

CENTRAL WASHINGTON MOTOCROSS
Horn Rapids ORV Park, Richland, WA. 4 miles north of Richland on Hwy 240. Turn north on Gross Cup Rd. All classes, 40% ama troph, 100% Pro pb. Gate opens 8 am, prac 9, race 10. Entry $15 ama, $25 Pro. R and R Promotions. Info Ross Roberts 509/575-1843.

NMA ARIZONA QUALIFIER
Firebird Int'l Raceway, Chandler, AZ. I-10 to Maricopa Rd. All classes. 33% trophs, 100% Ex. pb. Gate opens 4:30 pm, prac 6. Must race 4 of 5. Info 602/795-2238 (Ron Keyes).

AMA/D-36 CALIFORNIA ENDURO
Grizzly Flat, Sumerset, CA. All classes, Mini to Open, Vet, SR, SS, Women, 4-stroke, AA-C. Finisher pins. Approx 100 miles, 550 rider limit, license plates or O/R stickers, mufflers & spark arrestors req'd. Bring your own gas. 1st rider out 7:31am. Entry $18, add $5 for post. Teams, $2/mem. Mail entries close May 31. Info: 619/624-1162 entries, 741-0979, 673-4079, or 967-6079.

June 3

LAVERDA CLUB RIDE
Meet at European Cycle Specialties, 10301 Garden Grove Blvd, Garden Grove, CA 92643. 275 mile ride along Angelus Crest Hwy, with lunch stop at Newcomb Ranch. Maps avail. at start of ride. Meet at 8:00am. No entry fee. Info: Janet Carroll 714/530-2712.

CENTRAL WASHINGTON MOTOCROSS
Yakima County ORV Park, Moxee, WA. 13 miles east of Yakima on Hwy 24. All classes, 40% ama trophy, 100% Pro pb. Gate 8 am, prac 9, race 10. Entry $25 Pro, $15 ama. R and R promotions. Info Ross Roberts 509 575-1843.

BRA SPEARFISH MX
Spearfish, SD. Belle Fourche exit, off I-90 Spearfish, SD, north 1 mile. All classes, 33$ sptsmn trophy, Pro pb and pts fund. BRA pts race, pts to all classes toward pt fund or championship trophies. Sign-up 9 am, prac 10, race 11. Entry $15 Pro, $10 sptsmn, add $3 for non-memb. Info 605/348-8361 Dale Friend.

TEXAS TAG-TEAM RACE
From Houstson, IH 45 N to Huntsville, US 190 east to Waterwood Pkwy, turn left, go to FM 980, follow arrows. All classes, youth and women 1 hr (8-9am), all others 5 hours, (10-3 pm). 2 riders, one or two bikes. Class determined by largest bike and more exp. rider. Prac all day Saturday. Entry TRH men $9, non-mem $15. Trail Riders of Houston. Info Bob Newlin 713/946-8538.

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Hwy 67 to Lakeside, east on Mapleview, north on Ashwood, up Wildcat Canyon Rd. 11 miles. New Beg. class. O/N camping & concessions. Sign up closes 7:30 sharp. Entry $10, yearly memb. $15. Info 619/565-2406 (Les), 619/448-7885 (Margie).

OKLAHOMA TULSA MX
Tulsa, OK. South of Tulsa international Raceway off Hwy 169 N & North 36th St. All classes. 33% troph., 150% Ex p.b. Gate 8 a.m., prac. 9:30, race 11. Entry $8 Sptsmn, $12 Ex, $4 gate. Tulsa Area Motosports, Inc. Info 918/266-6136 (Rick).

TEXAS MOSIER MX
Mosier Valley MX Park, Ft. Worth, TX. All classes. $804 guaranteed Ex purse. No pit riding or late prac. Prac. 8 a.m., race 9; Int & Ex. prac. 1:30 p.m. Entry $11 Sptsmn, $16 Ex. Gate $5. Info 214/357-4196.

TEXAS AUSTIN MX
Austin Motosports Raceway, Austin, TX. U.S. 183 S to Smith Rd (south of Motorola plant), Howard Rd. 1½ & watch for signs. All classes. 50% troph. through 5th, 200% Ex. p.b. Concessions, free camping & fishing. Split schedule: Nov. sign up 7 a.m., prac. 8, race 9; Int/Ex. sign up noon, race 1:30. Gate $5 adult, under 8 free. Entry $10 Sptsmn, $15 Ex. Info 512/443-7627, 327-5254 (Rocky).

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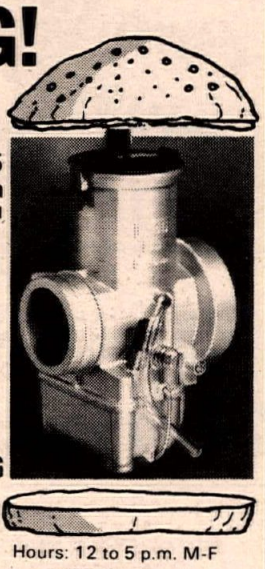

POMONA
MOTORCYCLE SWAP MEET
★ Friday Nite... 6 pm to 10 pm ★
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☐ $20.00 — 10' x 20' spaces located in the rear portion of the event. Exact location is assigned the day of the event.
☐ $30.00 — 10' x 20' reserved numbered spaces located in front or prime section of the event.
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'82 GS1100E	NEW	$2699
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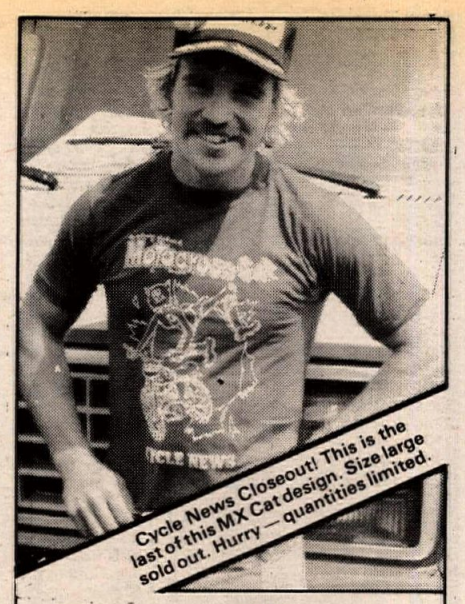

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OREGON ANTIQUE CYCLE SHOW
Corvallis, OR. Benton County Fairgrounds, 110 SW 53rd. Inside arena in case of rain. Concours judging classes: Antique, Classic, Modern Classic. No choppers or customs. Open noon-4 pm, Free parking. Public admission $2, under 12 free. Info Dennis Frye 503/252-4261.

CMC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd., right to county fire station, left on rd past fire station. All classes. 30% troph. Gate 7:30 a.m., sign up 7:30-8:30, prac. 8-9, race 9:30. Entry $10 Sptsmn, $15 Pro. Info 714/ 261-6116.

TEXAS SWAN MX
Tyler, TX. Exit 69 S from I-20. 2 miles to CR 471, right 2 mi. and turn left, signs on road. All classes. Troph to 5th. $1005 Ex. purse, 15 rider min. class. 100% Pro payback. Concessions, camping $2/veh., elec hookup, gates open all night. Straight thru program. Prac 9:30 a.m., race 11. Entry: gate $5, Am $10, Ex $20. Info Bill Law 214/882-4215.

CRC CALIFORNIA MX
Indian Dunes Cycle Park, Valencia, CA I-15 to Hwy 126. All classes. Brass for Sptsmn., cash for Pros. Two long motos. Gate 7 a.m., prac. 8, race 9:30. Entry: $12 Sptsmn., $15 Pro; memb. req'd. Info 213/830-7519.

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. 3 mi. south of town to San Jacinto River. All classes. Troph. or gift cert. to 8th in Nov. classes. Concessions, showers & bathrooms. Split schedule: prac. 8 a.m., race 10; Int/Ex. race 1 p.m. Entry $8 Sptsmn, $15 Ex. Gate $4. Info 712/756-4114 (Conroe Suz), 273-2336 (track).

AME CALIFORNIA MOTOCROSS
L.A. County Raceway, Palmdale, CA. I-5 to Hwy 14 toward Palmdale, off on Pearblossom Hwy, 5 miles east to 1st stoplight, straight past light 1 mile, track on rt. side of Ave. T. All classes includ. ATV. Gate 7 a.m., prac 8, race 9. Free O/N parking. Entry $13, $20 Pros. Info 818/881-5778 (Shirley Shore).

AME CALIFORNIA MX
LA County Raceway, Palmdale, CA. I-5 to Hwy 14 toward Palmdale, off on Pearblossom Hwy, 5 miles east to 1st stop light, staight past stop light 1 mile, track on right side of Ave. T. All classes, free O/N parking. Gate opens 7 am, prac 8, race 9:30. Entry $13, $20 Pro, memb. reqd. Info Shirley Shore 818/881-5778.

NDMA NORTH DAKOTA MOTOCROSS
Beulah, ND. All classes, 200% Pro pb. Races start 1 pm. Entry $10 Pro, $7.50-A, $5-B. North Dakota M/C Assn. Info 701/227-1135 Jim Peters.

CMC CALIFORNIA MOTOCROSS
Riverfront Park, Marysville, CA. Park entrance at 1st and F Street. (South end of town). All classes includ. 3-wheel. No pit bikes, parts in pits, concessions. Prac 7:30 am, race 9. Entry $15 sptsmn, $20 Pro, $10 ATV, $4 watch. CMC or AMA cards accepted. Info 916/695-2727 Charlie Saxton.

CMC 4-STROKE CHAMPIONSHIPS
Saddleback Park, Orange, CA. Take 55 Frwy to Chapman exit, go east 7 miles, turn right on Santiago Canyon rd., past county fire station, turn left into park. All 4-stroke classes. Valve plaque to O/A winners. Run on modified Baja course. Gate 7:30 am, prac 8, race 9:30. Entry, Open Pro $25, others $15. No license reqd. Info 714/261-6116.

AME CALIFORNIA MX
Santa Maria, CA. Hwy 101 at the North Broadway exit. All classes, 30% sptsmn trophy, 100% Pro pb. Gate opens 6:30 am, sign-up 7-8:45, prac 8-9, race 9:30. Gate fees: weekdays $2, wknds $4, raceday $5. Closed and Tues. Entry $12, $20 Pro. Info Sharon Lingerfelt 805/925-0055.

ROAD RUNS

May 19-20

SECRET DESTINATION TOUR
12th annual Secret Destination Tour, 1000 entries provided for. Hutchins Motor Sports, 55405 29 Palms Hwy, Yucca Valley, CA. Medals for long distance traveler, largest club, oldest M/C completing the tour. Entry: $10, $12 after 8pm on 5/18. Hutchins Motor Sports and U.S. Motorcycle Tours. Info: Chris Hutchins 619/365-6311.

May 20

3RD ANNUAL RACECRAFTERS ROCK STORE RUN
Start at Racecrafters, 16304 Hawthorne Blvd., Lawndale, CA. Free T-shirt and door prizes. This is a customer appreciation fun run. Sign-up 8-8:45 am, run starts 9. No entry fee. Info 213/370-5553 (Gary Smith).

SCYDA ROAD RIDE
Solvang, meet at your participating SCYDA dealer. Sponsored by the So. Calif. M/C Dealers Assn. Info: Janet Allen 805/259-8460.

CALIFORNIA POKER/ROAD RUN
Sign-up at Lee's Donuts, corner of Air Base Rd. and Adelanto Rd., Adelanto, CA. 12 miles north of junction of Hwy 395 and I-15. Take 395 to Adelanto Rd. Rider and pass. Trophies. Largest club entry. Phabulous Phantom Phinisher pins. Sign-up 8-10 am, finish 2-4. Entry $6. Desert Phantoms M/C. Info Benny 619/246-5517, Roy 246-5589 or Jerry 243-1371.

June 2-3

AMA/D-37 SANCTIONED TOUR
Honda of Pasadena, 2480 E. Foothill Blvd., Pasadena, CA. Special tour pins for AMA members, finishers pins for all. Sign in Fri (6/1) Midnight to 6am Sat. Entry: $11 by mail, $12 post. Pasadena Motorcycle Club. Info: Art 213/681-5317, Dave 818/768-5373, Frank 714/596-5120, or Ron 818/914-3738.

FREE CALENDAR LISTING

Calendar listings are a free service. Please type or legibly print **all** information asked for and mail the blank or a fascimile thereof to: Cycle News Calendar, PO Box 498, Long Beach, CA 90801. All listings must be received by noon Thursday to appear in the following week's Cycle News. No phone calls, please; we can only accept items in writing. You may include an event flyer in addition to the Calendar blank.

Event date: Type:

Location/directions:

Sponsoring club/promoter/sanction:

Classes/trophies/purse:

Additional info:

Gate/practice/race times:

Entry fees:

Your name: Phone number for info (with area code):

RESULTS

Send your results to: Cycle News, Results Editor, P.O. Box 498, Long Beach, CA 90801-0498. Include rider and machine brand.

Ross Downs Motocross Colleyville, Texas Friday, May 4, 1984 By Terry Cordray

MICRO-MINI	
Willy Bowden	Kaw
Casey Pinkston	Hon
Tim Kay	Hon
MINI JR	
Todd Reid	Kaw
Michelle Densmore	Kaw
Shannon Ellington	Suz
MINI BEG	
Kelly Stephens	Hon
Chase Ryan	Yam
Scott Weddell	Hon
MINI SR	
Roy Schellenberger	Yam
Shorty Jones	Hon
Brad Bell	Kaw
125 BEG	
Eddie Simms	Suz
Richard Patterson	Hon
Bob Mori	Hon
125 NOV	
Ronnie Camp	Hon
Eddie Jones	Hon
Lee Neel	Kaw
COMB INT	
Cary Cabe	Hon
John Fricke	Hon
Russell Brown	Kaw
COMB EX	
Mike Bruce Jr.	Yam
Dan Hawk	Hon
Tom Weekey	Yam
OVER 30	
Mike Jay	Yam
Tom Eller	Yam
Emmett Gibbs	Hus
250 BEG	
Kurt Monch	Hon
Robbie Mayse	Hon
Steve Maiden	Hon
250 NOV	
Bob Zaborar	Hon
Bruce Dibrell	Suz
George Owen	Hon
OPEN NOV	
Danny Puyear	Hon
Kelly George	Hon
Steve Jones	Kaw

SRAC Grand Prix Motocross Valley Dirt Riders Berthoud, CO May 5 & 6, 1984 By D.E. Burgener

OPEN PRO	
Terry Kyle	Yam
Dave Newell	Hon
Brent Reed	Hon
250 PRO	
Albert Firestine	Yam
Boo Stichter	Kaw
Randy Warren	Hon
125 PRO	
Boo Stichter	Kaw
Stacy Cook	Kaw
Tim Buchli	Yam
VET EX	
Richard Dostal	Hon
Mark Wilki	Hon
Charles Geist	Yam
OPEN AM	
Peter Mason	Mai
John Leman	Hon
Phillip Cordova	Hon
250 AM	
Mike Panzio	Suz
Dave Wollastan	Cag
Jim Mason	Yam
125 AM	
Kip Sandell	Kaw
Kip Johnston	Hon
Garrett Brittenham	Kaw
VET AM	
James Quicke	Yam
Ken Motherway	Hon
Ben Slater	Suz
OPEN NOV	
Robert Coutts	KTM
John Rothrock	Yam
Preston Parker	Yam

1983-84 Series Winners Woodland MX Park Woodland, WA By Jan Newman

WEE PEE WEE	
Joey Garrett	57
Jay Hasler	54
Benji Radach	33
Kevin Eakin	12
Bob Holtgren	9
Randy Smith	9
PEE WEE JR	
Tony DuVall	55
Lance Rudge	54
Brandon Radach	31
Brett Holm	28
Jamie Parker	24
Lucky Rowland	9
PEE WEE SR	
Justin Stanning	19
Rod Stanley	14
Jason McCormick	11
Ryan Huffman	4
Jason Koehn	4
Reed Stanley	4
PP	
Lisa Clune	20
Denise Henderson	11
Cathy White	9
Kristi Rogstad	2
Diane Craig	2
MINI C	
Dennis McConnell	45
Jim Orcutt	37
Jason Pearson	24
Adam West	21
Chad Bolte	20
MINI B	
Ryan Holm	57
Jon Davidson	25
Ernest Roberts	25
Jason Norton	15
Jim Orcutt	14
Dawn Piazza	12
MINI A	
Larry Ward	46
Kurtis Rogstad	36
Darren Rogers	30
Joel Sitts	21
Oren Bray	21
Paul Winn	19
100 C	
Tom Ireland	24
Jeff Jenkins	15
Tim Lusk	2
Cinday Quenzer	2
100 B	
Tom Whipple	2
125 C	
Larry Winters	39
Chris Studer	36
John Pierce	25
Jeffery Brinsfield	24
David Thornton	21
Mike Bell	16
Ed Relyea	16
Tony Holt	16
125 B	
Steve Oberson	55
Mike Crowell	38
Richie Lee	34
Kevin Tomasini	25
Mike Lee	19
Scott Hickson	19
250 C	
Rick Johnson	46
Mark Bennett	38
Fred Wright	23
Keith Cayton	21
Ray Shanafelt	18
Herb Gelow	14
250 B	
Kurt Stevens	48
Tom Moriarity	33
Gary Piazza	29
Danny Bullock	18
John Foeckler Jr	13
OPEN C	
Bob Johnson	49
Gary Abraham	43
Randy Skiver	31
Steve Shepherd	29
Pat O'Grady	27
Jon Nichols	16
OPEN B	
Mark Envolsen	38
Mike Hess	36
Eddie Gonsorowski	28
Randy Skiver	21
Mark Luchini	12
OTH A	
Randy Skiver	43
Dave Eakin	39
Fred Wright	33
Garry Roestel	29
Roger Knight	22
OTH B	
Ray Shanafelt	29
John Collum	9
Dean Roman	7
Woody Pierson	6
Lee Collins	6
John Foeckler	6
OTH C	
Ron Fiedler	43
George Shearer	27
Robert Hill	17
Lyle West	17
Kreston Snow	17
Larry Forbis	10
OT EX	
Roger Stanley	44
Gary Bonds	36
Jim Lamkin	35
Ken Shandrow	21
John McHaffie	19
Dayton Hickson	15
OT AM	
Don Tyler	32
Jerry Hiersche	23
Dave Pembroke	14
Norm DuVall	10
Laurie Wescott	8
Dan Kirk	5
OT NOV	
Lou Collins	44
Tom Harman	38
Neil Roman	26
Carl Waddington	11
Chuck Burchinal	10
Richard Regan	8
125 PRO	
David Froembling	40
Eric Hall	36
Keith Foidel	15
Michael Williams	14
Scott Tyler	13
Lonn Inman	13
250 PRO	
Doug Lange	31
David Froembling	29
Scott Tyler	29
Jim Anderson	24
Eric Hall	20
Eric Eaton	17
OPEN PRO	
John Christian	28
Chris Moritz	16
David Bailey	11
Dave Cotter	10
Mike Larson	9
Mark Spooner	9

Mike Kidd's Hillside Raceway April 28, 1984 By Dorothy Powers

SHORT TRACK	
50	
Todd Way	
Joe Gilbert	
Jason Adcock	
80 SR	
Mike Hale	
Trace Polson	
Scott Williams	
125	
Scottie Scherb	
Mike Hale	
Chad McCraken	
250	
Willie McCoy	
Alan Powers	
Trace Polson	
250 PRO	
Charlie Orr	
Scottie Scherb	
Dodd Dyson	
OPEN AMA	
Freddie Delrick	
James Huddleston	
Alan Powers	
OPEN PRO	
Terry Poovey	
Duane Duvall	
Lenny Tolbert	
OVER 30	
Freddie Delrick	
Wayne Ratliff	
Harry Rardin	
TT	
50	
Jason Adcock	
Joe Gilbert	
60	
Tim Kay	
Grady Bolls	
Derick Whitener	
80 JR	
Grady Bolls	
Bryan Grauman	
Chad McCraken	
80 SR	
Mike Hale	
Trace Polson	
Tim Kay	
125 AMA	
Kevin Switzer	
Rodney West	
Bobby Shaw	
250 AMA	
Kevin Switzer	
Mike George	
Rodney West	
OPEN AMA	
Bobby Shaw	
Kirk Tyer	
Willie McCoy	
Alan Powers	
OPEN PRO	
Terry Poovey	
Kenny Tolbert	
Gary Kidd	

European Scrambles Black Derby Racing Inc. Emmett, Idaho April 22, 1984 By Marvin Moto

MINI NOV	
Bryon Vance	Kaw
Clarlis Kauba	Hon
Angela Davis	Kaw
MINI EX	
Tom Hiler	Kaw
Troy Lankford	Kaw
Dexter Humbard	Kaw
125 NOV	
Bret Jacolsen	KTM
Curtis Eames	KTM
Denten Meier	Suz
125 EX	
Jimmy Cook	Hus
Jeff Miller	Suz
Mike Kelly	Hon
200 NOV	
Henry Reimann	Yam
Steve Martin	Kaw
Paul Burright	Yam
250 NOV	
Kerry Carlock	Hon
Mike Jardine	Yam
Mark Hendrickson	Hus
250 INT	
Don Maude	Yam
Tony Lawrence	Hon
Tim Lyngar	Yam
250 EX	
Bob Nancolas	Yam
Bob Carlberg	Hus
Rick Dooms	Hon
OPEN NOV	
Tim Bossart	Hon
Jow Wood	Yam
Randy Reima	Yam
OPEN INT	
Lawrence Zoon	Hon
Gary Holmes	Yam
Chris Green	Hus
OPEN EX	
Curt Harpham	Hus
Darren Obendorf	Hus
Ron Nash	Kaw
FOUR-STROKE	
Chris Green	Hus
Dick Rockrohr	Hus
Norman Kouba	Hon
SR NOV	
Joe Wood	Yam
Tom Cash	Suz
Arnie Gonzales	Hus
SR EX	
Denny Feigenspan	Hus
Bill Barkeel	Yam
Larry Meredith	Hus
VET	
Doug Maude	Hus
Robert Dubree	Hon
Darell Lankford	Suz
WOMEN	
Ronda Lasselle	Kaw
Ann Frisk	Yam
Kit Davis	Suz

Jose Basin Trial Fresno PITS Fresno, CA Apr. 8, 1984

EX	
Scott Head	
Matt Pritchard	
Dan Dixon	
Clive Belvoir	
Bim Miller	
Howard Galbreath	
Neil Belvoir	
John Hesch	
Ted Gansberger	
John Husmann	
Steve Galbreath	
AM	
Matt Bishop	
Tim Walker	
Ken Marecak**	
Mike Filben	
Dan Davis	
NOV A	
Bryan Borror	
Mark Ferguson	
Randy Dolenec	
Matt Lang	
Dan Duncan	
Rich Schumacher	
David Davidson	
Dan Peck	
Larry Johnson	
Eric Dolenec	
SR A	
Steve Muscatell	
John Moore	
Boyd Bernard	
Mike Scholtes	
Bob Miller	
Derek Belvoir	
SR B	
Ed Alari	
Jim Carlson	
Allan Ralls	
Larry Chubick	
Nels Miller	
BEG	
Mark Sumner	
Billy Smith	
William Neely	
Steve Story	
Jim Crocket	
Mike Stebles	
NOV B	
John Katavich	
Dave Phillips	
Monte Hutchinson	
Dan Kramer	
Bruce Marion	
Ross Young	
Ed Abraham	
Travis Beaty	
Bob Farmer	
Bill Gentry	
Randy Jones	
Bob Martini	
Robert Martini	
Eric Montgomery	
Neil Montgomery	
Ron Stebles	

**Usually rides Ex class but rode Am for no trophy

High Country Motocross Assoc. Pablo, Montana Apr. 1, 1984 By Pat Salomon

50cc	
Joe Gabelhausen	Yam
David Pingree	Kaw
Davey Huls	Hon
MINI BEG	
Clay Kaiser	Yam
Derek Harvey	Hon
Jeff Larson	Hon
SUPER MINI	
Jack Gabelhausen	Yam
Shane Hart	Kaw
Jeff Justus	Kaw
100 BEG	
Roger Vanriper	Hon
SUPER 100	
Carl Miller	Yam
125 BEG	
Justin Martz	Kaw
Derek Melichar	Yam
Carl Miller	Yam
125 AM	
Mike Vasser	Suz
Thom Tingley	Suz
Doug McCullough	Hon
125 EX	
Jay Mintyala	Yam
Darren Sharuga	Hon
Kevin Little	Hon
250 BEG	
Jim Westerman	Yam
Derek Melichar	Yam
Ron Mayernik	Hus
250 AM	
Kelly Danielson	Hon
Lynn Mintyala	Yam
David Shepherd	Yam
250 EX	
Steve Visser	Suz
Darren Sharuga	Hon
Emery Woosley	Hon
500 BEG	
Joe Robbins	Hon
Steve Handi	Hus
Jim Brown	Hon
500 AM	
Jim Vonada	Hon
Mike Brubaker	Hon
Tom Torpen	Yam
500 EX	
Jay Mintyala	Yam
Emerey Woolsey	Hon
Geoff Bohrensen	Hon
SPTSMAN	
Scott McIntosh	Hon
Jeff Unrich	Hon
Scott Duncan	Hon
VET	
Bob Bland	Yam
Neil Fleming	Hon
Ken Evenson	Kaw
OLD TIMERS	
George Siedentopf	Mai
Don Fjermstad	Suz
Ken Chickering	Cag
POWDER PUFF	
Jean Williams	Suz

Flying "P" Ranch Weatherford, Texas Apr. 1, 1984

PROS	
Randall Tarter	
Mitch Milson	
Marty Layland	
David Jones	
Dean Lane	
OPEN EX	
Darrell Hollingshead	
Bruce Hallmark	
Tom Ehmke	
Kirk Howeth	
Jimmy Jacobson	
250 EX	
D.L. Wood	
Steve Reavis	
Casey Baufield	
Mike Bruce	
Bubba Waters	
200 EX	
Tod Myers	
Ray Grippin	
Mike Connell	
Joe Smith	
David Price	
125 GX	
Darin Shirley	
Glen Boyett	
Rance Walker	
Darrell Heine	
Vic Isom	
OVER 30 EX	
Billy Smith	
Mark Moore	
Ronnie Mullins	
Rick Hillhouse	
David Folmar	
OVER 38 EX	
Jerry Boren	
John Paynter	
Ray Anderson	
Bill Fleming	
R.W. Abbott	
OPEN AM	
Edwin Duggan	
Kenny Jumonville	
James Blanton	
Tony Hyde	
M. Majors	
200 AM	
Tracy Anders	
Nick Vanderpool	
Mitch Bina	
Kurt Walker	
John Hovey	
125 AM	
Tommy Huff	
Jason Haggard	
Tom Johnson	
James Venator	
Ricky Thompson	
OVER 30 AM	
Ricky Rodgers	
Marko Majka	
Doug Goodlett	
Nick Norman	
Robert King	
OVER 38 AM	
David Burnap	
Ron Dressler	
Ken Johnson	
Larry Dodson	
Garland Jeter	
250 INT	
Larry Colvin	
Donald Greenhill	
Eddie Duncan	
Brian Hunt	
Cary Webb	
OVER 30 INT	
Scott Roberts	
Don Ehmke	
Bill Fischer	
David Stevens	
Ray Tabor	
MINI AM	
Jeff Woods	
Brook Matthews	
Wendell Waters	
Doug Shirley	
Grady Caywood	
MINI EX	
Russ Murphy	
Chris Hays	
Charlie Miller	
Peanut Denny	
Chip Munn	
LADIES OPEN	
DeeAnn Wood	
Kathy Boddy	
Pat Milliken	
Mary Borden	
Velvet Schambaker	
BIG BIKE OVERALL	
D.L. Wood	
SMALL BIKE OVERALL	
Tod Myers	

Sacramento Raceway MX Sacramento, CA April 1, 1984 By Greg "Nuclear" Neukam

80 JR 12-16	
Brian Rogers	Kaw
Todd Hicks	Kaw
80 JR 9-11	
Brian Roth	Suz
Spud Walters	Hon
80 BEG	
Todd Rogers	Kaw
Glenn Fargo	Kaw
125 BEG	
Darin Poisley	Yam
Robby Hermanek	Hon
125 JR	
Tommy Seidel	Yam
Eric Sandstrom	Hon
125 INT	
Matt Gibb	Kaw
Ron Allen	Kaw
125 PRO	
Tyson Vohland	Yam
Steve Vlahos	Hon
250 JR	
Brad Huffer	Suz
Morgan Murphy	Hon
250 INT	
Matt Gibb	Kaw
Curtis Dias	Hon
250 PRO	
Dave Coupe	Hon
Donnie Cantaloupi	Yam
OPEN JR	
Jon Varner	Yam
Mark Peterson	Hon
OPEN INT	
Bernie Franza	Yam
Robert Stone	Hon
OPEN PRO	
Donnie Cantaloupi	Yam
Dave Coupe	Hon
FOUR-STROKE	
Shawn Freiling	Kaw
Dale McKenzie	Hon
VET JR	
Jack Hampton	Yam
Kim Downer	Yam
VET INT	
Manfred Hayrend	Kaw
Craig Pierce	Hon
VET EX	
Buzz Presser	Yam
Charlie Smart	Hus
OT JR	
Don Lockren	Suz
Bob Del Re	Yam
OT INT	
Bill Green	Yam
Jonnie Hall	Yam
OT EX	
Ken Hodgsen	Yam
Duane Spence	Yam
PP JR	
Debbie Arbogast	Suz
Barbra Peterson	Hon
PP EX	
Debbie Jamerson	Suz
Jeanie Morgan	Hon

TROPHY PICKUP

Desert Vipers M/C, Adelanto GP Trophy Pickup at the next Dist. 37 Desert Races. W. Rapp (714) 772-7653. (118/20)

Bill McInis-Viewfinders M.C. May 18 at Howard Johnsons in Monrovia off 210 Fwy. Season presentations-doors open 7pm, presentations start 7:30pm. Trophy Girl courtesy of Malcolm Smith. (213) 256-8578.

For listing in this department, please mail information with $1.00 per week that it is run to: Cycle News Trophy Pick-up, Box 498, Long Beach, CA 90801.

WANT ADS

Help Wanted

Motorcycle Assembler
Experienced Pro needed, full time in well established Honda Dealership. Kolbe Honda, 7514 Reseda Blvd., Reseda, CA. (818) 345-7616. (218/TFN)

Parts Manager
Parts and accessories sales and management, permanent position open to experienced, organized, self starter with multi brand growing dealership in sunny Mission Viejo. MOTORCYCLE CITY USA (714) 831-6804. (212/TFN)

Careers Offered
The Southeast's largest and most aggressive motorcycle dealership is expanding. We have immediate openings for motorcycle sales people, service managers, parts managers, parts counter help, service writers and factory-trained mechanics. We are looking for experienced, career-oriented people who want a future. We offer year-round employment with guaranteed salary cnd tremendous bonus potential. For immediate reply send resume to: Jim Walker, 2385 South Ridgewood Ave., Daytona Beach, FL 32019. R.C. HILL'S MOTORCYCLE CENTERS: Daytona, Orlando, Casselberry and Jacksonville. (2-17/19NE)

Service Manager Wanted
Contact Don at BELLFLOWER YAMAHA. (213) 925-5097. (215/TFN)

Technician Wanted
Experienced Honda technician. Must have own tools, good benefits, immediate opening. Contact Pat Collins at Ontario Honda (714) 983-0695. Ontario, California. (218/19)

Professional M/C Salesman
Motorcycle sales experience necessary. Call Kolbe Honda, 22123 Ventura Blvd., Woodland Hills, Ca. (818) 348-7865. Mark Zimmerman. (218/TFN)

2 Yamaha Mechanics Wanted
Good pay, good benefits, contact Don at Bellflower Yamaha. (213) 925-5097. (218/TFN)

Honda Partsman Wanted
High volume Honda Dealer in San Jose, one year minimum Honda experience. (408) 377-8780. (218/19)

Service Writer
Kaw/suz Dealer, closed Sunday and Monday (213) 655-5101. (218/19)

Service Writer Wanted
Or clerical assistant for service dept. at Yamaha/-Honda dealership in Newhall. Pay commensurate with ability. Call Dick (805) 259-8500. (212/TFN)

M/C Mechanic Apprentice
Experience and tools helpful. Must have mechanical ability and desire to learn. Room for advancement with busy shop. MOTORCYCLE CITY USA in sunny Mission Viejo. (714) 495-3352. (217/TFN)

Yamaha Mechanic
*** YAMAHA COVINA *** Must have at least 2 years experience. Call Wes at (818) 332-6240. (219/20)

Sales Reps Wanted
Aggressive M/C distributing company wants hard working sales reps. You must now be selling to M/C shops and want to add to your line. (800) 854-1060 or (619) 747-1058. (205/TFN)

Service Manager Wanted
Yamaha/Honda dealership in Newhall, excellent pay and benefits for the correct person. Call Dick (805) 259-8500. (212/TFN)

Mechanic Wanted
Motorcycle mechanic with tools and professional attitude. Good pay, variable with experience. Experience desired, but will train interested applicant. Cycletime Co. (213) 275-6734. (218/19X)

Mechanic Wanted All Brands
Experienced, with tools, wanted immediately. MOTORCYCLE CITY USA in Sunny Mission Viejo, Calif. (714) 495-3352. (205/TFN)

Help Wanted
Experienced partsperson/salesperson, and mechanic with tools wanted for full time positions. 6-year established Cycle Dism. We deal in all makes except Harley. (415) 494-8035. (318/19)

Motorcycle Mechanic
Honda of Hollywood is searching for a few good men. We need trained Honda technicians for immediate employment. Contact Tom at (213) 466-7191 Ext. 38. (216/19)

Management Career
Large volume progressive Southern California Honda Dealer is looking for a creative person to fill the position of assistant parts manager. This highly responsible position offers unlimited opportunity for a motivated individual who likes the challenge of setting up store Promotions and developing new profit centers. Please send hand written resume with detailed employment history and salary requirements to: P.O. Box 498, Dept. "P", Long Beach, CA 90801. (219/22NW)

Sales Reps Wanted
M/C accessory manufacturer wants hard working sales reps. Presently selling to M/C shops. Phone (604) 986-8185. (119/NWX)

Parts Manager
Honda experience necessary, come where you can make the money! to Southern California. Reply to: P.O. Box 498, Dept. "C", Long Beach, CA. 90801. (219/20NW)

Yamaha Mechanic Needed
Must have experience. San Rafael Yamaha, call (415) 456-0335. (219/20)

Honda Mechanic
Palm Springs area. Excellent pay. We will pay moving expenses for right man. Ask for Rod, Honda of Indio, 80126 Hwy 111, Indio, CA. (619) 342-4484. (219/22)

Asst. Parts Manager
Honda, Kawasaki parts and accessory experience necessary. Position open immediately, please call Ed at (213) 531-1225. (119)

Accessory Fitment Technician
Lockhart's rapidly expanding accessory line has created an opening for a fitment technician/applications manager. Responsibilities include yearly updating accessory applications and new product fitments. Applicants should possess a strong background in motorcycle mechanics and good written and verbal communication skills. We're looking for an organized self starter who is career minded. Salary commensurate with ability. Please send resume with income history to: Lockhard Consumer Products, 15717 Texaco St., Paramount, CA 90723. (219/20)

Honda Technician Wanted
New dealership in West Houston has position available for Technician with Honda. Experience and training. Bonus for Honda Pro Tech. Plenty of year-round work in large, comfortable facility. Contact Dan at Wild West Honda. (713) 392-8940. (119/20NW)

Wanted HON/YAM Mechanic
Must have 7 years experience in Honda. Must be dependable and able to write work orders. Must be willing to relocate in Northern California. Wages negotiable. Ask for Jim only at (707) 822-3654 9am to 6pm. (219/22)

Partsmanager Wanted
Knowledgeable self starter for large successful parts store. Outrider, 10545 W. Pico Blvd., Los Angeles, CA 90064. Call Harry (213) 879-3350. (219/21)

Warranty Claims Adjustor
Sharp, detail oriented person needed to process, code and help analyze motorcycle warranty claims submitted by dealers. Must be able to deal accurately and quickly with figures and heavy paperwork flow. Good technical/mechanical apptitude needed. Knowledge of motorcycle mechanics very helpful. Suzuki product knowledge or dealer experience especially helpful. Salary commensurate with experience. Good company benefits. Send Resume including salary history to: US Suzuki Motor Corp., P.O. Box 1100, Brea, CA 92621. ATTN Personnel. No telephone call please. (219/20)

Business Opportunities

So. Cal. Franchised Dealership
Low overhead, blow-out location and lease: Gross over one million in 1982...retiring. Call (619) 423-0073 days or after 7 p.m. (619) 479-3209. (203/TFN)

Working Partner Or Buyer
Northern California Yamaha Dealer. (707) 447-3715. (218/TFN)

Kawasaki of Las Vegas
Serving Las Vegas since 1972, $150,000. If qualified call (702) 456-1954. (119/22)

L.A. Off-Road M/C Dealership
Established European Franchise. Great opportunity for fun and profit. Health forces sale. Contact P&B P.O. Box 9364, Marina Del Rey, CA 90291. (219/TFN)

1983 Husqvarna 250WR
Excellent condition, many extras — call for details, $1650/OBO. (818) 361-7173 or (805) 252-9281, ask for Tom. (319/20)

1978 CX500
Like new condition with only 4,200 miles. Windjammer II Fairing, Rack factory rack. $950. Ask for Tom (714) 895-1991. (119)

'81 CB750F $400
Willow Springs turn six victim. Gas tank, instr. cluster, alt. cover gone. Engine, frame, forks, wheels, are still good. Call days at work, ask for Karl (714) 793-7479. (119)

1983 Husky 250CR
Excellent condition, completely stock, $1300/OBO. (714) 682-6525. (119/20)

'83 CR480R
Super clean, super low hours, Pro-Circuit Pipe, Boyesen Reeds, ST racing shock mods, runs great, $1400. or? After 7pm. (714) 626-8723. (119)

Races Finland Sweden $1495
See the spectacular Motocross De Nations in Helsinki, Finland and Trophe De Nations in Varburg, Sweden September 6-20, includes airfare, hotels, overnight cruise, train travel, breakfast, some dinners, bus to races, sightseeing, race tickets, 15 days only, $1495. For details call Lenni, Compass Travel (714) 771-7730. (119)

'83 Jawa Speedway Bike
Long stroke S-P, fresh engine, new hard chrome cams, lifters, extra parts, $1800. (818) 897-1301. (119/20)

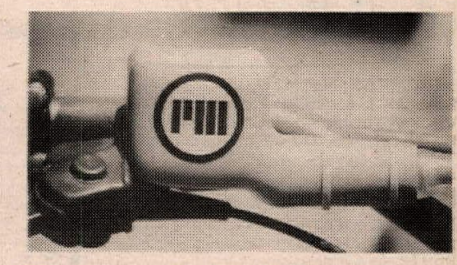
1984 Yamaha YZ250L
Never ridden, red and white European version, asking $2500. Call (602) 274-3304 or (602) 938-3291. (319/20)

1984 TT 600 Yamaha
Like new, $1950. Contact Rob Ely, (805) 834-1414. (119)

'82 Honda 450 Nighthawk
Excellent condition, bought new in 7-83, 2000 miles, $1150/OBO. (213) 324-5977 after 5pm. Randy. (319/20)

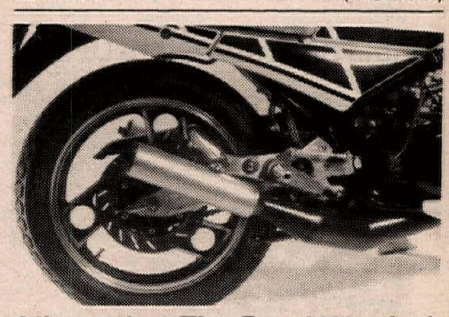
'84 YZ250
Best offer. (213) 287-6167, ask for Rick. (319/20)

1975 Rokon 340 MX Cobra
Original, one owner, like new, number 16, very fast, Sachs Motor, automatic, best offer, call (503) 682-2467. (319/20)



Plasticwerks M/C Saver
Full coverage plastic protection for your master cylinder. Fits '84 CR's and KX's, only $5.95. Plasticwerks, 1760 S. Anaheim, BL. #H, Anaheim, CA 92805. (714) 772-3950. (119/NWX)

Dirt Trackers
X-R 500 Honda, Ron Selvy built, Knight Frame, Simon Forks, Olins Rear, Bill's Pipes, extra wheels, $3800. Race Ready, contact Bob Ely. (805) 834-1414. (119/NWX)



Allspeed — The Road Warrior!
Featuring more power throughout it's TORQUEY 10,500 RPM range with a great (but unoffensive) sound. No unsightly scenes or bolt-on parts to worry about!! Europe's #1 road pipe is available NOW in race replica with aluminum sleeved silencer. $199.95, chrome $179.95 or black $169.95. WHY PAY MORE FOR LESS? There is no comparison — Call us TOLL FREE for details or send $3 for illustrated RZ catalog. RSC Performance, P.O. Box 14664, Atlanta, GA 30324. (800) 222-1452; (404) 876-3832. (2/19/TFNNE)

FMF's Incredible CR500R Pipe
Is killing the competition! Right out of the starting gate your 500 Honda takes on new life as it explodes you to the first turn! From berm to berm, the power is there, smooth, controllable, awesome! The same kind of power usually only found on $100,000. works bikes! Works power for a stock price! Order it today, we'll ship it today! $139.50. Don Emlers FMF. (213) 539-6884 or (213) 530-3701. (219/NWX)

FMF's YZ250L Pipe Is Here At Last
Taking extra testing time has really payed off! We've developed the HOTTEST YZ250L pipe in the country! Don't waste your time buying any other pipe! We've already put our pipe against them all, and this is the best pipe...period! No other pipe has the awesome top end, or the smooth wider range of low and mid range power as this one does! Now used by Team Yamaha Canada! Works power for about the same price as a stock pipe! If you order it today, we'll ship it today! Only $139.50. DON EMLERS FMF (213) 539-6884 or (213) 530-3701. (219/NWX)

Dirt Diggers Dinosaur Race. See Calendar Section. DDMC. (319)

RACER SHIRTS #15: 50/50 colored-T, $8.95 PP. Baseball-T, $9.95 PP. Catalog only — 20¢ stamp. Visa/MC accepted. T-Shirt Country, POB 826-N, Hewitt, NJ 07421. (201) 728-3950. (3/19/20NEX)

Is It True?

You can buy motorcycles through the U.S. Government? Get the facts today! Call (312) 742-1142, ext. 9697. (1/19NEX)

Wanted: TZ750

Gas tank & misc. parts. (404) 294-4679, Kevin, days. (1/19NE)

1980 Harley XR750

Rear disc, knock off set up, used as collector's item. Raced once in amateur event. Jim Davidson, Mattoon, IL. (217) 234-2305. (3/19/21NE)

WANTED: '79 YZ250F cylinder. (404) 449-4340 work; (404) 925-1639 home. Mike. (1/19/20NE)

TZ750F

EPMs, Spondons, anti-dive, Fox Shox, fresh motor, too many spares to list. Race ready. $7,500. Ex. #68. Ask for Gregg, anytime, (215) 688-7814. (319/20NE)

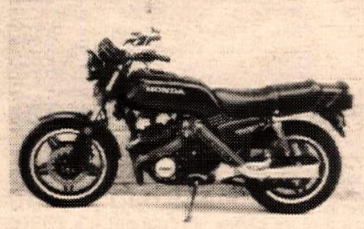
Dirt Diggers Dinosaur Race. See Caldenar Section. DDMC. (319)

Ducati Darmah 900SS 1980

Electric start, needs bodywork, motor and chassis excellent shape, 1200 miles, $1900. Eves (714) 671-0671. (319)

Bimota SB3, Suzuki GS1000S

Under 3000 miles, $7500. Eves (714) 671-0671. (319)



'82 Honda CB900 Turbo

Professionally built by RC Engineering, less than 1500 miles, street legal, approx. 140 HP, thousands invested, best offer takes it! (213) 514-2733. (119)

Stock '83 Yamaha YZ125

Never raced, ridden three times, perfect condition, $950. (213) 514-2733. (119)

'83 Husky 500XC

Well maintained, extras, $1200. Days (213) 869-0921. (119)

'79 Suzuki GS550E W/Rack

Good condition, new front tire and brake pads. Must sell, $800/OBO. (714) 591-5940. (119)

1974 Penton Like New

Owned by road racer who doesn't like getting dirty. Original tires! Ron Grant expansion chamber plus stock pipe. B/O. (415) 383-0857. (119/20)

Speedway Bike

2-Valve Jawa, good condition, fresh engine, $850. (818) 962-8355. (319/20)

Don't Miss This One!

Used 1983 Laverda RGS in excellent condition. (LIC. 6X0160) only $4995. Contact Steve, or Janet at: European Cycle Specialties, 10301 Garden Grove Blvd., Garden Grove, CA 92643, (714) 530-2712. (219/20)

1981 RMW R100CS

Excellent condition, must sell, $2900. Tim (214) 321-2707 home, (214) 867-9066 work. (319/20)

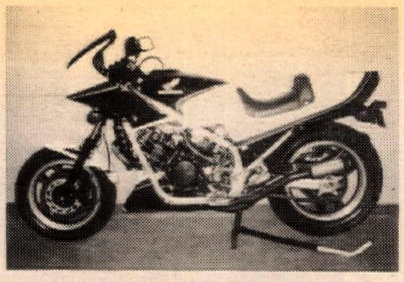
1981 BMW R100RS, like brand new with all touring extras. This is the best touring sport bike ever. $3995. 1983 Honda 350R very good condition, $1395. 44 yr. old kid selling his play toys! (714) 654-9436. (119/20)

'83 Suzuki 1100ES

$1000. in extras, perfect condition, $3800. (213) 421-5463. (319)

'80 Kawasaki 175 KDX

Excellent. Extras, $650. (213) 421-5463. (319)



1983 Interceptor VF750F

Red. Much performance/custom work. Over $6000 invested. Exceptional high performance street bike. 4K miles. $4000/OBO. (415) 324-9615. (199/20)

'84 Husky CR250

One month old, excellent condition (805) 872-3311. (119/20)

KTM KTM '83 495 Very Quick

Very clean, race ready, $1600. or trade. W/extras for WESLAKE. (714) 898-5857. (319/21)

Jawa 2-Valve Speedway Bikes, 2 available, both have 2-speed trans, $1000. and $700. great condition with extras. (213) 924-5000 (119).

1983 HONDA XR350R, 5 months old, excellent condition. $1300. (714) 768-9093. (119/20)

Mike Kidd Dirt Track School

May 27, Amateur 50cc-500cc (no Pro Riders) $60. June 10, 250cc & 500cc only $100. Shortrack and TT lessons at Mike Kidd's Hillside in Boyd, Texas. Only first 20 students will be accepted. Learn in one day, years of experience. Bike set up, starts, first turn battles, learn how to read a track and self confidence. For info (817) 433-5559. (219)

1983 Pro Trac, excellent condition. Used three times. Workbench, awning, $2500/OBO. (408) 476-7566 or (408) 724-5298. (118/19)

OSSA 350 Trials

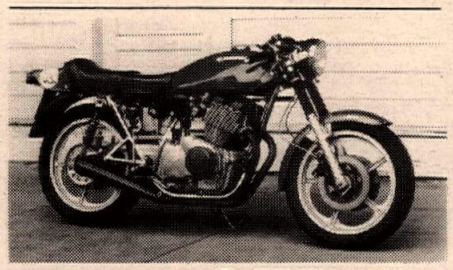
Still the most competitive trials iron in America. OSSA parts past and present. From Sole concessionaires. OSSA AMERICA. P.O. Box 730 Kenwood, CA 95452. (707) 833-2622. (212/TFN/NW)

TZ 250 F

Fresh G motor, includes spares, ready to run, $3000/OBO also Vanson Leathers, dark blue, good condition, $300/OBO. Call (303) 234-9716. (118/19)

2 '82 CR125's Take both $650

One great condition, one spare parts bike. Call Dave, days (213) 320-7090, eves (213) 545-8940. (118/19)



1984 Daytona BoTT Champion

Laverda 500, 1978. Excellent condition, 6-spd., 10:1 pistons, coms, trick exhaust, new tires. Needs new rider (some road race experience preferred), $2295. Price includes factory parts book, owners manual, one case of Blendzall and Roger Slaters phone number. Call (503) 655-5391. (318/19)

Cagiva Bikes

Cagiva Motorcycles in stock, will ship anywhere in area, Winchester Marine, Rapid City, So. Dakota. (605) 341-3585 after 3pm. (118/19)

'83 Yamaha YZ 250 K

Maintained very well, $1100. (805) 589-3206. (118/19)

1984 CR125 Like New $1495

New tires, new chain and sprockets, Boyesen, this is a fast one! Must sell. (805) 492-1655. (118/19)

Tired of 2nd, 3rd??

Ride a rocket, '81 250 KTM, Fox's, CEET, New top end, $850/OBO. '79 YZ125, trick, fast, $475 OBO. (714) 527-6520 after 5pm. (714) 984-0306, ask for Bill. (118/19)

1984 Honda VF 1000R

Low mileage, licensed. $10,500. (213) 530-6568. (318/19)

Husqvarna

DISTRICT SALES MANAGER

Husqvarna has an excellent opportunity open for the right individual. Our District Sales Manager for the Northeast will work closely with Husqvarna dealers and be responsible for managing and developing sales.

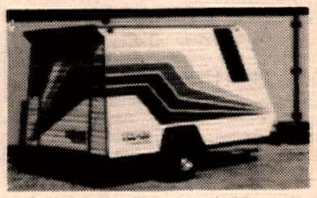
The right individual will be self motivated and possess good verbal and written communication skills as well as proven ability to work well with others. Knowledge of the Off-Road competition market and enthusiasm for Husqvarna products are essential. Wholesale and/or retail level experience desired and a BA helpful.

Overnight travel required. A midatlantic location (such as New Jersey) would be ideal. Candidates should send resume with salary history to:

HUSQVARNA MOTORCYCLE CO., INC.
ATTN: MARKETING
4925 Mercury Street
San Diego, CA. 92111

HUSQVARNA: THE FINAL STEP UP

Pro-Am TRAILERS



Custom built trailers tailored to your specs. 12 feet to 40 feet, Pro-Am meets your needs.

GO WITH THE WINNERS

2225 Cemo Circle, Rancho Cordova, CA 95670
(916) 635-3322

"I, patch... ...do solemnly promise to spiff up the appearance of whatever you like. I'm red and white, with top-quality embroidery. Order me today!"

Please turn to the order blank on the Dealer Directory Page.

MS malcolm smith
MOTORCYCLES
YAMAHA MAICO
HUSQVARNA KTM
We're known for our service with a smile!
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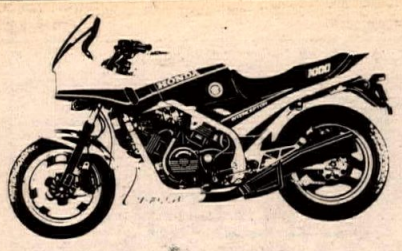
RIVERSIDE, CA. 92507
(714)-687-1300

LEMONADE KAWASAKI jet ski
KILLER DEALS
on 1984 GPz 1100,
ZX 750 Turbo & KXT 250 Tecate
(Prices too low to print in Cycle News)
2212 Lincoln Blvd.,
Santa Monica, CA. 90405
(213) 392-8697
CALL FOR PRICES

YAMAHA
Sales ● Service ● Parts
'84 YZ's Available
$200-$300 Rebate on '81 & '82
Open Seven Days
★ CITY CYCLE CENTER ★
8423 Rosemead Blvd.
N. Downey
(213) 861-6217 (213) 861-5728

Hand Washable Stay Soft
Yellowstone Buckskin GLOVES
* Riding
* Racing
* Street
GLOVES
Othman Distributing Co.
Box 356, San Luis Obispo,
CA 93406 (805) 544-6181
Dealer Inquiries Invited

Wanted Ducati 250 or 350 single not running okay. (714) 875-6055. (119/20)



1000 Interceptors

Intercept a few speed limits on our 1000 Interceptors, or, Savor the Sabres 121 horsepower. New 1983 750 Magnas in stock. Rimrock Honda Harley Davidson, Billings, Montana. (406) 652-2925. (217/24/NWX)

XR750 HARLEY: Make offer, will trade for street bikes. Days, (319) 753-6725. (1/15/20NE)

Bultaco 360cc Astro Motor complete, 250cc Astro basket, B/O eves (714) 671-0671. (319)

Dirt Diggers Dinosaur Race. See Calendar Section. DDMC. (319)

Dico Trailers

Cycle, Jet-Ski, ATC Buggy, auto, NEW! Enclosed 12 to 28 foot trailers, finest quality and design. Huge trailer and off road center. OPEN 7 DAYS, Anaheim (714) 956-2950. El Cajon (619) 449-8282. (202/TFN)

ATC 200M

'84 $1400/OBO. (213) 695-5486. (318/19)

'83 R&D RM250D

Suspension and engine set up by R&D Racing: Very fast and reliable, new plastics, sprockets, chain, bars etc., plus $500. worth of extras, including extra rear wheel. Must see, $1050. (805) 259-3534. (318/19)

Speedway Jawa DR500

Fresh engine, race ready, plus extras, $1500/OBO or trade. (714) 650-3349. (318/19)

'79 Rd 400 F '82 Vision

Must sell, moving to Europe, $1400. a piece OBO. Call Jay after 5pm. (415) 961-3359. (318/20)

1983 Kawasaki GPz 750, 82 bars, Targa lowers, 4500 miles, $3000. (415) 372-6202. (11/21)

New Rifle "Nightflight" Fairing

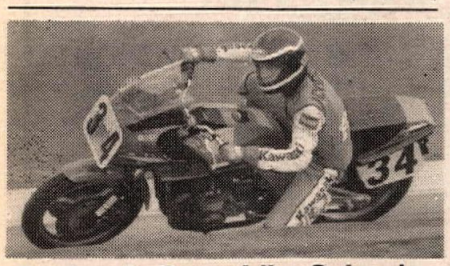
Designed for Honda Nighthawk, Shadow, Magna, Sabre, and Ascot. 14½" wide, 3 lbs., tinted windshield. Black or silver: $79.50. Colormatch: $89.50. Available through your local dealer. RIFLE FAIRING, Rt. 1, Box 8, Paso Robles, CA 93446. (805) 239-4235. (216/NW/TFN)

TZ 250G - Race Ready

Morris Mags, Brembo Brakes, C&J Frame, Toomey Pipes. This is the fastest "G" model around. $3200/OBO. Call Steve (213) 964-6085. (116/19)

Yamaha TD2 And TR2 Parts

Complete TR-2 engine with carbs, pipes, mag, tach, close-ratio. Many spare cylinders, cranks, clutch, cases, covers, misc. Very cheap, $150. (501) 442-5224. (319/NW)



California Superbike School

Course fee includes leathers, helmet, boots, gloves and Super Trapp equipped GPz Kawasaki. Riding seminar by Keith Code, and 40 miles on the track. Upcoming schools: Riverside: August 24. Laguna Seca: May 28 and July 23-24. Willow Springs: August 4. P.O. Box 3743, Manhattan Beach, CA 90266. (213) 484-9323. ADVANCED RESERVATIONS REQUIRED. (218/TFN)

'82 Suzuki RM250, excellent condition, hardly ridden, all original, $995. (714) 883-8444 or (714) 887-3703. (118/19)

Bultaco — Hodaka Parts

Large supply, UPS, COD, BAY AREA CYCLE. (213) 649-1700. (219/TFN)

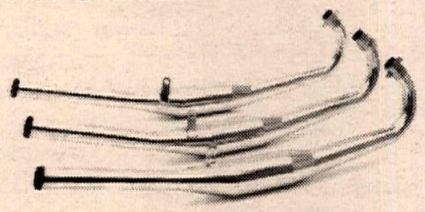
Bates Leathers

2-piece speedway, 5'8", 145 lbs. $150. (714) 960-2913. (318/19)

Jawa

Good condition, fast $2000. Full set leathers, $250. Call Steve (916) 985-3726. (119/20)

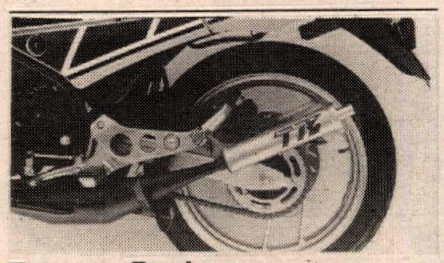
TNT Chambers



Kawasaki Triple Street and Racing Chambers $179.95. Yamaha RD's Street and Racing Chambers $129.95. For ordering only call, (800) 821-1205, For technical information call, Hot Bike Engineering (415) 657-3864. We ship UPS/COD. (215/NW/TFN)

New Husqvarna's in stock now!

At least 50 Husqvarna's in stock for immediate delivery. 1982 125-WR or 125-XC; $1395. 1982 250-WR or 250-XC; $1586. 1982 430-WR; $2095. 1982 430-XC; 430-CR; 500-CR: $1995. 1983 250-WR; $2295. 1983 430-WR; $2595. 1983 500-CR & 500-XC; $2295. 1984's IN STOCK NOW! Out of town customers welcome! Easy drive from Los Angeles and central valley. A small deposit on your Visa/MasterCard will hold any bike until you can pick it up! We ship parts UPS daily. BRITALIA MOTORS, 10th & Tully, San Jose, CA. (408) 295-4342. (206/TFN)



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Tired of spending money on some "no name" pipes and getting beat at the first race by someone with TOOMEY RACING PIPES? Now you can stop guessing which pipes to buy for your RZ. TOOMEY RACING has drawn on our Grand Prix racing experience to bring you the finest racing pipes for your RZ. Lightweight? — save 19 lbs! Strong? 1 yr. guarantee! Powerful? More than 10 bhp. @ 10,500 RPM with more HP than stock even off the wide powerband. E-Z Maintenance? Only a snap-ring tool required to service the All Aluminum machined Bolt-On muffler. No rivets to wear out! You can keep your side and centerstand too. You can buy with confidence from TOOMEY RACING, the company the factories choose to build their works pipes. Available now! Use your MasterCard/VISA, American Express, or COD. $300.00, Call: (213) 539-6542, 539-4324. Dealers/Dist. invited. (217/NW/TFN)

WANTED: 370 Bultaco up pipe, large gas tank, Frontera or plastic, 40mm forks. Call after 5 EST, (313) 388-3272. (3/17/19)

'82 KTM 495 - $1500

Like new, all shock mods, big tank, skid plate, extra parts. Call now. Will deal. 8am to 5pm. (818) 767-1707. (315/20)

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The hottest and most simple front fork modification with multi rate Spring Kit as tested in the May issue of Motocross Action and Motocross Magazines. The choice of most Pro Riders today. Available for 33 to 43mm forks. $49.95 Visa/MC or COD. Ask your dealer or call, ATK Leitner Corp 2650-C Walnut Ave., Tustin, CA 92680. (714) 731-5114, call toll free outside CA. (800) 854-4023. (218/20NW)

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New model! Constant readout of next possible CHECK location plus other new features. Used by most of the National Top ten. $225. Upgrade earlier models to latest specs. $40. At your dealer or order direct. Call for FREE catalog. PERFORMANCE PRODUCTS, P.O. Box 1294N, Lacombe, Louisiana 70445, (504)882-3107. (204/NSE/TFN)

'81 Ducati 900 SD Darmah

New in '82. Only 8K miles, Very good condition. $3400/OBO. Mark (213) 379-6978. (316/19)

★ KTM ★ KTM ★ KTM ★

SALES-SERVICE-PARTS-MAIL ORDER SERVICE! Ohlins shocks dealers. BRIGHTON KTM, 327 Walnut, Brighton, CO 80601. (303) 659-5419. (209/TFN)

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JEB's HELMETS, one of the largest EUROPEAN helmet manufacturer's has decided to enter the U.S. market by going directly to you, the consumer. Write or call for our new full-color catalog and price sheet. NOW, new models never seen before in the U.S. Dealer inquiry invited. JEB's, U.S.A., 27 Warren St., Suite 103, Hackensack, NJ 07601. (201) 487-5578. (2/17/ALTPICS/NE/21)

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1972 Harley-Davidson XR750, one of the few. BRO. 1971 ex-works Triumph/BSA, genuine Rob North Lowboy chassis. BRO. No dreamers. Call Mark Mahler, (617) 275-6076. (3/19E)

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2 years high points bike. YZ 175 engine, year frame 1975. $600. eves (503) 883-1117. (119/20)

BMW R100S

1981, factory oil cooler, triple discs, fork brace, 7610 Konis, Supertwins, immaculate, $4000/OBO. (713) 392-0937. (119/20)

Deluxe 490 Maico 1983½

Factory susp. mods, new top end and gear box, aluminum swing arm. Must sell, $1000. (818) 782-5857. (119/20)

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Rare red & white, 150 miles, $3250, firm. (505) 888-3447 or (505) 897-3095. (119/20)

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Mint condition. Bought brand new in Feb., ridden only few times, must sell! $1199. Call for details, (213) 469-8731, will deal!

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New Sept. '83, rarely ridden. Owner has two bikes. This one sits in the garage, $1100. extras, call (818) 353-3226. (319)

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Hardly used, $2200., extras. (213) 379-4013. (119/20)

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$2000 or trade for YZ490L. Call eves, Shawn (213) 545-8729. (119)

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All original. 17,000 miles, beautiful and unique and excellent. Pictures and delivery available. See at Hallett in June. (501) 442-5224. (319NW)

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Excellent condition, fresh top end, low hours. (213) 643-8246. (319)

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Excellent condition, runs great. Must see! $850/OBO. (805) 492-1986. (119/20)

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Excellent, 9K miles, new Elite Rear Tire. $2200. Steve, work (714) 978-6866, home (213) 422-2779. (119/20)

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Just right for your tool box, Truck, Van, Trailer, icebox, girlfriend or boyfriend; or maybe it's your wife, husband or kid that needs a CYCLE NEWS STICKIE! All you have to do is send a S.A.S.E. to CYCLE NEWS WEST, P.O. Box 498, Long Beach, CA 90801-0498. ATTN: FREE STICKIE OFFER. (525/TFN)

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We have a limited supply of Kawasaki 750 Turbos and 900 Ninja's. Also: Yamaha RZ 350's, FJ 600's and FJ 1100's. First come first served. Brownwood Yamaha Kawasaki, Brownwood, Texas. (915) 643-5555. (119/20)

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Front ends, forks, brakes, triple trees, NOS, etc. Top dollar paid for equipment. Call Mark Mahler, (617) 275-6076. (319/NE)

Ducati TT1-TT2 Exotica

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Attn: M/C Enthusiasts!

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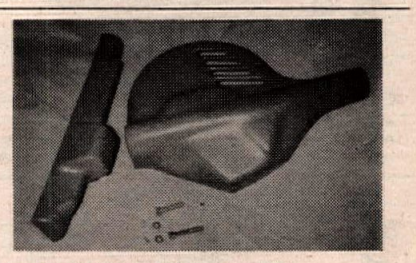

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Disc/Fork guards for: CR 125-500, XR 350-500, XL 600, KX 80, KX 125-500, ATC 200 X & 250 R. Incl. both disc and leg sides and mounting hardware. $17.95 pair. COLORS: White, Red, CR Flash, Grey, Green. Dealer inquiries - MASTERCARD/VISA MANUFACTURERS OF FINE ACCESSORIES. UFO DESIGN, 7782 Melrose #F, Buena Park, CA 90620. (714) 522-3336 or 3392. TELEX 299312 UFOD UR. (119/20NWX)

2-Valve Jawa Speedway $850

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'81 YZ250 Yamaha, great shape with complete extra YZ250 parts bike less frame, both for $850/OBO. Also many CR-80 trick parts-aluminum swingarm, big carb, Works shock, pistons, rings, plastic, Pro-Circuit pipe, call for great prices. (714) 650-3141. (119)

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No Bull 84CR250 Honda

10 hours old. Mostly used for photos of new products. White Power Shock, Simons Fork Kit, new Metzlers, new White Plastic brake guard, cost $3319. for $1800. Atlas Racing Products (714) 674-4335. (219/20)

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Only 800 miles, runs excellent. The ultimate in lightweight thunder. New house forces sale. Still under warranty, $2200., firm. (805) 438-5261. (119)

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Stored, ridden only few rides, $1500/OBO. (213) 321-0459. (119)

Honda CR's

CR Summer Closeout! CR 500's, CR 125's, CR 80's, CR 60's. Call for best prices, cash or finance, we deliver. Honda Of Indio, 80126 Hwy 111, Indio, CA. (619) 342-4484. (219/22)

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Yamaha TZ 250E

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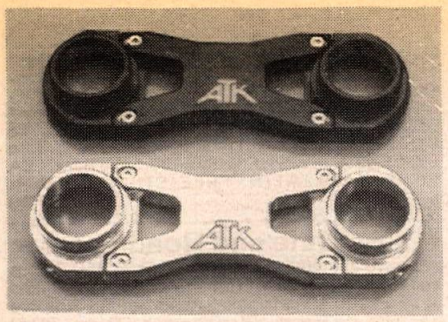
1983 Honda CR Mugen kit; Honda Ohlin shock; new Honda shock; 1982 100cc Italjet Trials; new 250 Honda ATV plastic tank. Phone (406) 245-0455. (3/19/20NSE)



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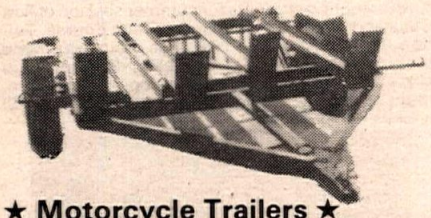
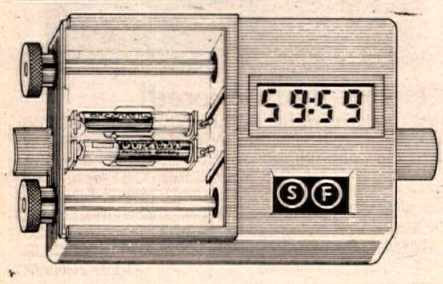
1982 Honda CR480 bought in February 1983. Excellent condition, $850/OBO. (714) 627-6932. (118/20)



★ Motorcycle Trailers ★

Two to five rail custom built motorcycle trailers. Dealer inquiries invited. (213) 537-1380. (213/TFN)



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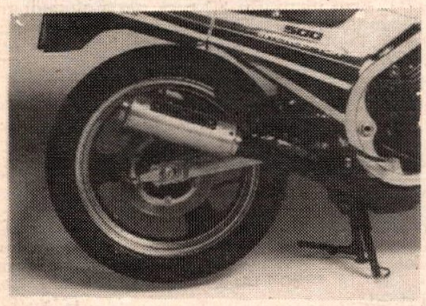

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The looks and performance of our PRO-SERIES Exhaust for Honda VF 500, 750 and 1000 Interceptors without the expense of a complete system. Slip-on aluminum canister silencers are an easy replacement for stock while reducing weight and uncorking power! $149. Complete Roadrace Exhaust Systems, $279. Visa and MasterCard. Toll free (800) 634-9166 or (714) 628-4722 in CA. Yoshimura, R&D, 4555 Carter Court, Chino, CA 91710. (216/19NW)

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See the new KTM's at So. Cal's #1 KTM dealer. Largest KTM parts inventory with daily UPS service. PRO-CYCLE KTM, 1265 Lincoln, Anahiem, CA 92805. (714) 772-8170. (245/TFN)

MT 125R, THIS BIKE was the ARRA NO. 1 1981 both 125cc and 100cc Barrels. Too many extras to list, $1500 or best offer. Leathers 5'7", 135 lbs., men's road race, excellent condition, $250 firm. After 6 p.m. (714) 798-4678. (117/20)

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28 ft. S.C. carries bikes or ATC's, large side door, full bath. $6950. (213) 860-1869. (419/20)

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But my '84 Spec Frame and I.T.C. Suspension for only $500. (619) 247-4597. (118/19)

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4 Rail, big tires, plus spare, utility box. Ask for Gary. Days (213) 725-1500, eves (213) 963-7277. (118/19)

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New H-D 125, 175, and 250cc * Lightweight parts * Bridgestone 350cc, 5 speed with extra motor, $500. * Hard to find Matchless, BSA and Triumph parts * 1973 H-D XR750, 1974 H-D 250MX * RPM X1000 Motorcycle Dyno, Complete with cooling fans. A steal at $1200. * Call Mon.-Sat. (805) 325-4714 or (805) 323-3146. (215/20)

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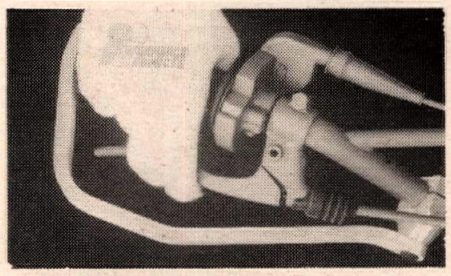

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Special design preferred by ALL National riders. The ONLY handguards with an attractive brushed finish and UNBREAKABLE, GUARANTEED. $49.50. At your dealer or order direct. PERFORMANCE PRODUCTS, P.O. Box 1294N, Lacombe, Louisiana 70445. (504) 882-3107. (204/NSE/TFN)

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'82 KX 250 Shortracker

Lillie built, Boss Frame, Ceriani Front, includes spares, $3000/OBO. Dan (707) 795-7017. (119/20NWX)

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In stock, blue white GS1150ESE un-serviced, will deal. Indio Suzuki (619) 347-6823. (119/20)

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New April 1983, stock, good condition, $1295. (213) 379-5157. (119/20)

Haven't Touched Them In Years

1976 Husky 125, runs, $125; Honda SL70, runs, $100; Honda CT70, might run, $75. (818) 963-0703. (119)

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2 piece Bates, fully lined with extra padding, will fit 5'9", 140 lbs. Kawasaki Factory colors and design. (714) 779-0355 after 6pm. (319)

Wanted 34mm Mikuni

Need carbs off your motocrosser. No roadracer carbs. (714) 779-0355 after 6pm. (319)

XR 750 HD

Excellent condition, $5500/OBO. Call eves after 6pm (415) 449-5314. (319)

14 ft. trailer, holds 2 motorcycles, sleeps 4, stove, sink, freeway refrigerator, porta potty, surge brakes, $1500. (714) 847-2052 or (714) 895-3806. (119)

Wanted 66 Husky 250 Gas Tank

Also need fenders, will pay good price, or will buy any 1966-69 Husky, running or not, write Robert Wethern, 7290 Palo Alto, Yucca Valley, CA 92284, or call (619) 365-0468. (119/22)

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Yamaha ridden three times, new condition, Honda VT500 Ascot 1700 miles, new condition, reasonable offers. (714) 794-6357. (119/20)

Wtd: Harley-Davidson KR

Chassis' motors, chassis parts, gas tanks, seats, motor part, twin carb manifolds, NOS, etc. Top dollar paid for equipment. Call Mark Mahler, (617) 275-6076. (319/NE)

Wtd: H-D XR750 Motor

1972 to 1980, any condition considered. Call Mark Mahler, (617) 275-6076. (319/NE)

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'82, '83 and '84's new Kawasakis and Yamaha's, Motocross Enduros, MX and Three Wheelers. Priced so low Cycle News won't let us print them. They've got to be Sold! Come make an offer, we ship anywhere. Call HOLLYWOOD KAWASAKI YAMAHA. (213) 466-8451. (219/TFN)

★ Husky Clearance Sale ★

Super prices on all '82-'83 models in stock! 1982 250XC, $1499. 1983 250CR with '84 plastics kit, $1799. '83 500XC or 500CR, $2299. Huge parts and accessory department. UPS shipping daily! CROSSROADS CYCLE CENTER, 26062 Bouquet Canyon Rd., Saugus, CA 91350. (805) 255-5353. (218)

'83 KTM 504 Four Stroke

Fresh top end, variable degree timing gear, pumper carb, 3 pipes, excellent condition, $1800/OBO, eves (213) 285-9293. (319)

1982 Husky XC 430

Excellent condition, silencer, spare desert tank, $1200. (714) 987-0817. (319/20)

★ New '83 500XC $2095.!! ★

Yes it's true!! We have 3 of these left and they have to go! Call for best prices on all remaining '82 and '83 models in stock. CROSSROADS CYCLE CENTER, 26062 Bouquet Canyon, Saugus, CA 91350. (805) 255-5353. (219)

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The issuer of the card identified on this item is authorized to pay the amount shown as TOTAL upon proper presentation. I promise to pay such total together with any other charges due thereon subject to and accordance with the agreement governing the use of such card.

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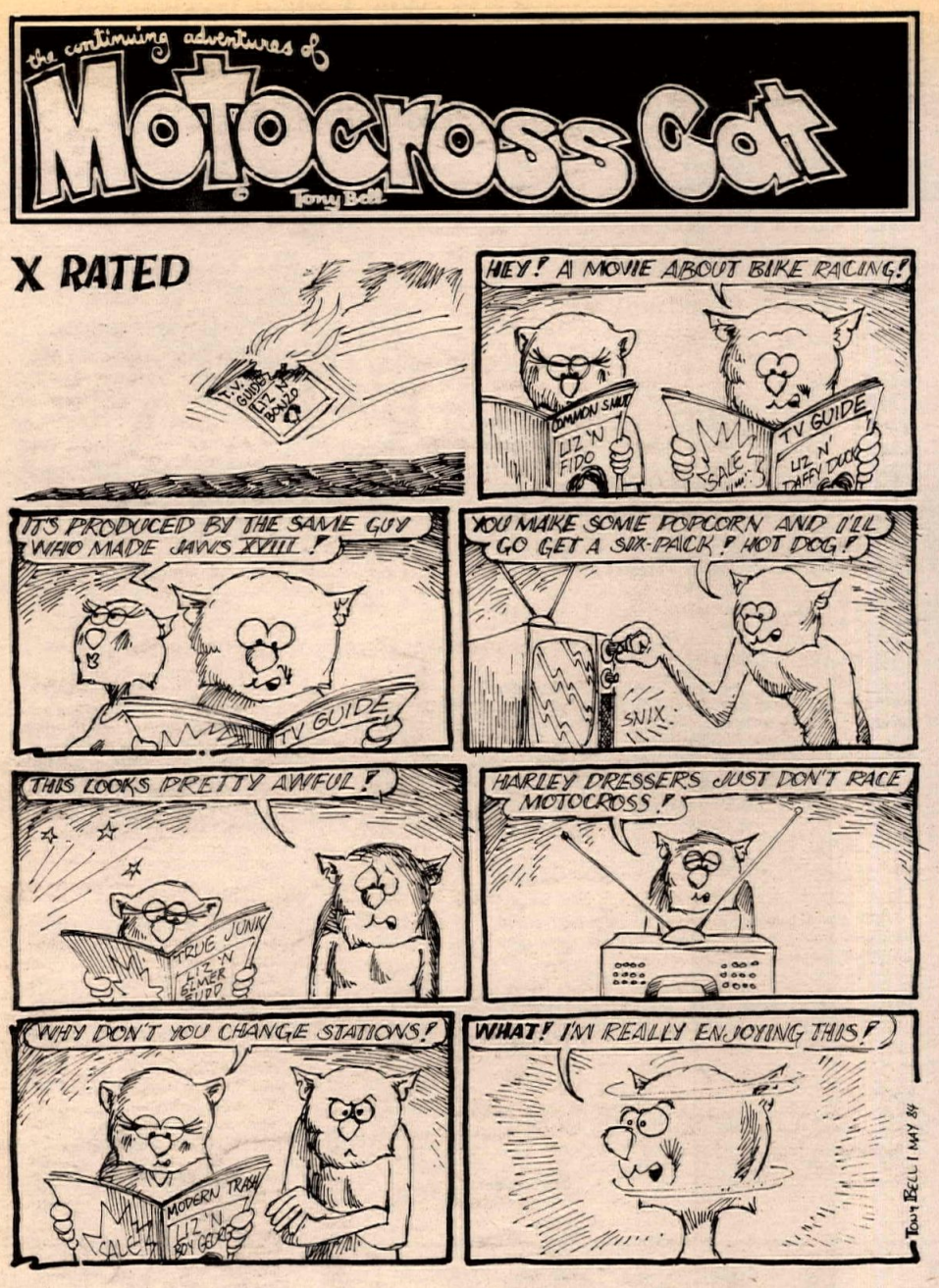
Cycle News cannot be responsible for illegible phone numbers. Area Code/Phone No.



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2-Valve Jawa, immaculate, excellent condition. (714) 848-3406. (318/19)

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Excellent condition, hardly ridden, White Bros. Shock, White Bros. adjustable forks, Yamaha brakes, must sell, $1800. Days (213) 915-2114, eves (714) 685-6578. (118/19)

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Marzocchi, Russell, Vaiasco, Dunlop, service records, 12,000 miles, (red) $2750. Also '82 Katana 550, 4,000 miles, $1600. (818) 509-1772. (118/19)

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June 11-15 Whitney, Texas, June 18-22 Tulsa, Oklahoma, August 13-17 Rio Bravo, Houston, Texas, August 20-24 Indian Dunes, August 27-31 Saddleback. Also available, Americross Tours 12 week MX training program. (714) 980-3212. (218/TFN)

Jawa Speedway Bike
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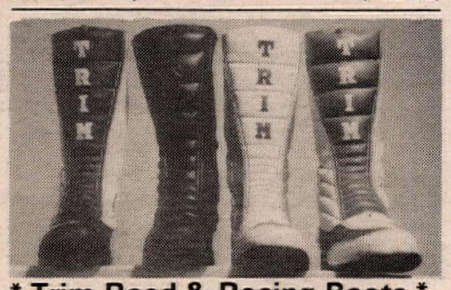
XC250 Husqvarna 1982 ½, 2 hours on brand new bike, $1250. or trade for XR350R. (702) 673-3453 before 2pm. (118/19)



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$119.95. for IMMEDIATE DELIVERY, CALL COLLECT (518) 623-3757 or write TIANI IMPORTS, Box 143, Warrensburg, NY 12885. (118/19NEX)

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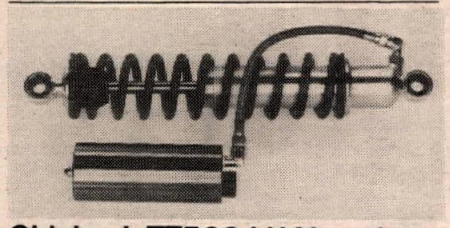

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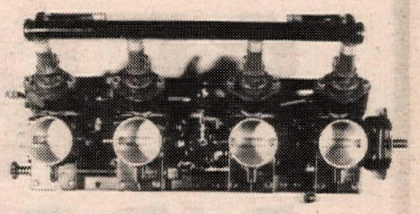

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Offering Pro-Flow Fuel Injection for the Kawasaki 81-84 GPz 1100 & 80 Classic, 396.90 exchange, 14.7 H.P. improvement over stock. *Distributor for: Wiseco, Andrews & Murray 1-(800) 222-7761, send to 3700 S. High, Oklahoma City, OK 73129. (213/EOI/TFN)

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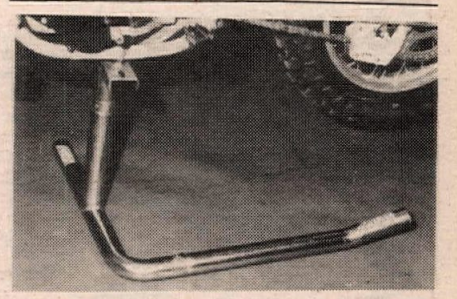

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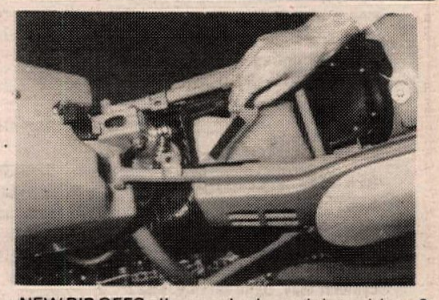

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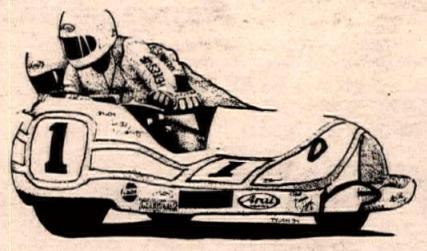

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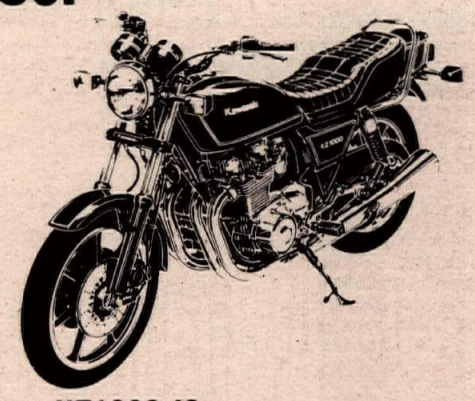

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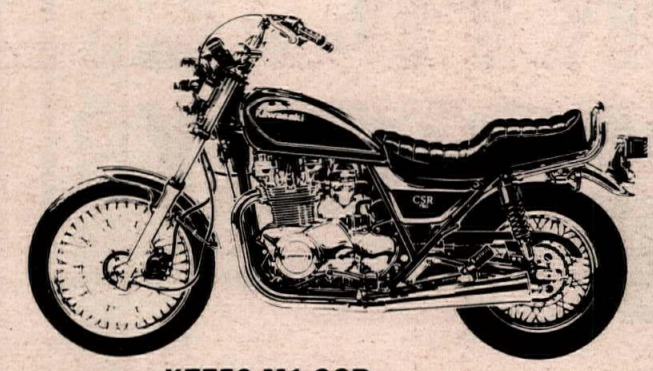
NOW ONLY $3049*
WITH GOOD-BUY BUCKS

SAVE $800!*



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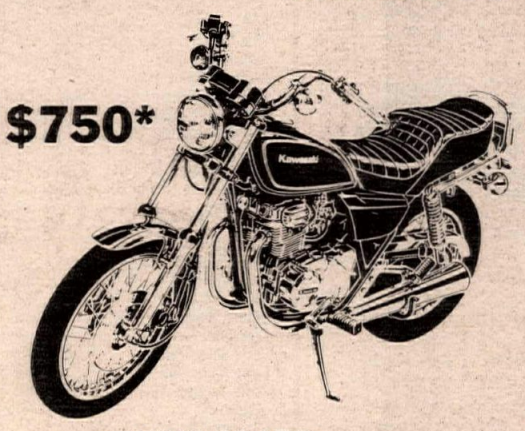
SAVE $750*



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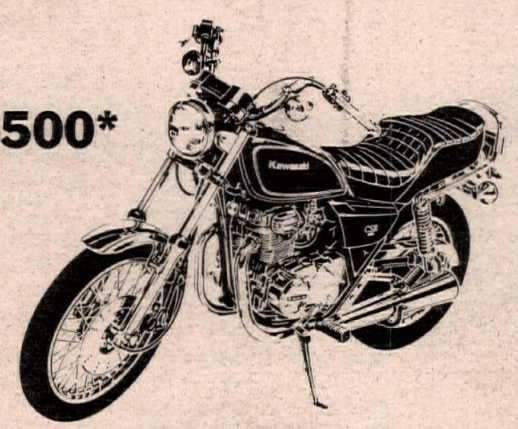

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(714) 845-4819

Burbank, CA
BURBANK KAWASAKI
1329 Hollywood Way
(818) 848-6627

Canoga Park, CA
WEST VALLEY SUZUKI KAWASAKI
7045 Canoga Ave.
(818) 347-3200

Chula Vista, CA
TOWN AND COUNTRY KAWASAKI
310 Broadway
(619) 420-2203

Costa Mesa, CA
CHAMPION KAWASAKI BMW
1980 Harbor Blvd.
(714) 642-2311

Covina, CA
COVINA KAWASAKI
1017 W. San Bernardino Rd.
(818) 967-4181

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KAWASAKI OF GOLETA
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Harbor City, CA
HARBOR CITY KAWASAKI
1517 Pacific Coast Hwy
(213) 539-3366

Hollywood, CA
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NEWHALL KAWASAKI
24364 San Fernando Rd.
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KAWASAKI OF OCEANSIDE
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1640 South Pacific Ave.
(213) 832-6190

Tujunga, CA
FOOTHILL YAMAHA KAWASAKI
7139 Foothill Blvd.
(818) 352-3277

Ventura, CA
KAWASAKI YAMAHA OF VENTURA
3029 East Main St.
(805) 653-5884

Victorville, CA
HI DESERT KAWASAKI CYCLE
15354 7th Street
(619) 245-6949

Whittier, CA
WHITTIER KAWASAKI, INC.
14043 E. Whittier Blvd.
(213) 945-3494

*Based on manufacturer's suggested retail prices when originally introduced and 4/2/84 factory price reduction, excluding freight, dealer prep, title and taxes, and includes Good-Buy Bucks savings of $100. Mirrors included as standard equipment. Dealer prices may vary. Good-Buy Bucks offer valid until June 30, 1984, or while supplies last. Limit one Good-Buy Bucks check per single motorcycle purchase. Kawasaki believes in riding safely. Check local laws before you ride. Member AMA and MSF.